

Hand and Electric Models



MOTERING IN THE U.S.A.

British "After You, Sir," Attitude Not Appreciated

A 3,000-MILE LONG ROAD

It is well, before taking the wheel of a car in the States, to remember what motoring statistics have to tell. There are some 20,000,000 private cars, and if necessary the whole population could ride in them at the same time. Out of this number, some two million are registered in the district of New York City and its environs, nearly twice as many cars as in Great Britain; therefore the chance that there will be something coming round the corner is considerably greater than in our own country.

The axiom that he who hesitates is lost could never have greater force than when driving in New York! In spite of the most perfectly organised system of traffic control in the world, the Manhattan section of the city proper seems at times to be completely blocked with automobiles, and to "make time" during rush hours requires a thorough knowledge of the right streets to take, with the determination of a Hannibal to get there.

High Speeds Compulsory

Once off the island itself, when the river crossings by bridge, tunnel, and ferry have been safely negotiated, there are some splendid speedways and boulevards with lines for "fast" traffic where you can, and must, speed. These, even, become so congested over week-ends and holidays with solid lines of vehicles that progress is reduced to a mere crawl in obedience to the traffic lights and "cops."

The mentality of most motorists who learn their driving in the old country suffers a rude shock after a day or two of driving in the States. The kid glove and more or less chivalrous "After you, sir," attitude of the British motorist is not appreciated; you must "show your nose in" to get a place, otherwise your stock will go down with a rush in the mind of your fair companion, and you will miss that appointment every time.

As for speed in the city, you are not doing badly if you keep up with that yellow taxi just ahead of you; you would probably be horrified to find your needle showing a good "40" at times. But when it comes to cutting in between trolley cars and stationary trucks, and dodging in and out of the "Elevated" supports, the taxi will have you beaten every time.

Laws Vary in Each State

It is not generally realised that the traffic laws are different in some particular in every State of the Union. This does not entail any bother in a long-distance run, however, because luckily the fundamental laws, such as the rule of the road, are the same; full warning is given of automatic signals. It is rather confusing learning to make a left-hand turn in Washington, because there you make half the turn on the green and finish it when the red shines up. Actually the speed limits, in both town and country are widely different, but it has been my experience that these limits more to trap the reckless driver than to hinder the man who is trying to get a move on. The one essential is always to have both your driver's licence and vehicle licence in perfect order, and remember you cannot drive a car registered in, say, New Jersey with a Pennsylvania licence. If you are involved in an accident the police are only too ready to suspect you if there are irregularities in your licence. If you further find a gun, or some other "contraband" hidden in the car—well, it is just going to be too bad for you, however vehemently you may protest.

A word about parking: this is a perfect pest in every town, be it small or large, and the whole thing is a very difficult problem. Official parking places such as we know in England do not exist except in very rare instances, and

people leave their cars as a rule in the street wherever a space can be found. Herein lies the snag, because there never seems to be a space that is not a no-parking zone, a bus stop, a fire-hydrant, a driveway, or less than fifteen feet from a corner! The other fellow always seems to get there first, and one spends half one's time cruising around the blocks looking for a space in which to squeeze the car.

Something for Nothing

Of course, there are plenty of parking places run by private enterprise, but in America when you can possibly do a thing for nothing you do, even though it may cost you the price of a damaged fender or even a "ticket" for parking in a prohibited zone! With regard to parking there is a very sound law in all States that vehicles must always park on their right side of the road, facing that direction. A similar rule should be enforced in our country. Indeed, we could very easily take a leaf out of America's book in many instances of motor legislation. After all, it is only a question of time before we reach the same traffic density as obtains in the States now, and surely we should utilise their experience in advance. For instance, the fender problem has been quite overcome by making it actually illegal to drive a car with lamps out of focus or with any light striking above a plane a few feet from the ground. All cars are now turned out with standard fittings that conform to the law, such as driving mirrors and lamps correctly set, and so on.

The greatest danger on the roads at the moment is the old hack with inadequate brakes and miserable lights; but these are speedily being eliminated as a result of intensive police inspection of all cars.

The main highways of America are superb: mostly paved with concrete and constructed for four lanes of vehicles, they are ideal for those in a hurry. The average American motorist speaks of 400 miles in the day as quite an ordinary run. In the west and south-west, of course, the road system is by no means complete, but you can always be certain of "good gravel" when making transcontinental trips. Actually you can travel now on U.S. No. 1 highway from Maine to Florida, 3,000 miles, on concrete throughout!

There are many other aspects of American motoring which cannot be brought out in a brief article—the innumerable filling stations, for example. You simply do not have to worry your head about running out of gas with 350,000 filling stations to serve you! Most of these are completely equipped to satisfy every need, and materially assist your pleasure wherever you go.

American Motoring Terminology

The motorist new to American terms should bear in mind that the following, as examples, are not slang expressions or Americanisms (horrid word!), but part of everyday usage. Likely enough the use of our own equivalents would be met with a blank stare. "Petrol," of course, is "gasoline" or, more usually, just "gas." "Gear change" is "gear shift." The "hood" is the "top." The "bonnet" is the "cover." A "puncture" is a "flat." The "wind-screen" is a "windshield." A "saloon" is a "sedan." A "lorry" is a "truck."

If someone offers to take you for a ride, decline politely! Once it becomes known that an area is scheduled as unsanitary, the decent landlords get rid of their property, and it falls into the hands of a lot of rapacious, unscrupulous persons, who endeavour to squeeze the last penny out of it—Mr. G. Bottomley.

'Major Road Ahead'

TO WHAT EXTENT HAVE MAIN-ROAD DRIVERS PRECEDENCE?

That drivers on roads of lesser traffic importance should look out for and give way to drivers on roads of greater traffic importance, and that signs should be placed on minor roads warning drivers that they were approaching a crossing where extra caution had to be observed, was a recommendation of a conference convened by the British Minister of Transport in 1928 to consider the question of traffic precedence at cross-roads.

The Departmental Committee on Traffic Signs recently supported this view, advocating wider use of a revised sign to be erected on minor roads before their junctions with the main road, and it will not be long before these signs are familiar to all English motorists.

The tendency has been of late for main-road drivers increasingly to assume that they have the absolute right of way. This, however, is a very questionable assumption, for it would seem that, while a definite precedence for the main-road driver in cases of doubt—for example, where two vehicles arrive simultaneously at a cross-roads—is assumed, he is not relieved of all responsibility at such junctions. The rights and duties of the main-road driver will have to be more clearly defined before the situation becomes really satisfactory.

The greatest difficulty in connection with this "main-road ahead" sign will be experienced where two roads of more or less equal importance intersect, and it is precisely in such circumstances that the sign is of its greatest value. Which of the two is the major road will be determined by the authorities after consultation with the road engineers, Ministry of Transport, police, and leading motor organisations. The outstanding difficulty will arise where an important main road on which a driver has been travelling for a considerable mileage is crossed by a road of even greater importance. Two towns, for instance, with much traffic running between them might lie on either side of a national long-distance highway. The long distance driver would be unprepared to give way suddenly to a cross stream of traffic. Clear, well-placed signs should overcome this point, though it is one which adds to the risk of establishing beyond all question the precedence of the main-road driver. The only safe procedure is for every driver to be always on the watch for a "major road ahead" sign, irrespective of whether he is travelling on a very minor road, a secondary road or a long-distance national artery.

From "The Autocar" Of Long Ago

From thirteen to fourteen miles an hour is not too rapid to prevent one's enjoying every inch of the road, or to make one overlook one little glimpse of a never-to-be-forgotten view. P. 954, Oct. 28th, 1899.

Clean Hands

A British film has marketed a very excellent hand cleaner which should interest everyone who gets his or her hands dirty messing about with machinery. Writes a correspondent to the Auto car. It is surprising how unpleasantly grimy one's hands can get without touching machinery; have you ever noticed a bus conductor's hands towards the end of his shift, or your own after an hour or so in a train or at the wheel of a car? The water is rarely hot on a train or in hotel cloak-rooms, and without hot water one simply cannot clean the hands properly. From a man at a petrol pump we accept change which, for all we know, may have been in the pocket of a disease carrier a few minutes before. Therefore, it is desirable to carry some form of disinfectant. The hand cleaner is something new; its name is Hoxol, and is obtainable in six-penny tubes which may be carried in the car's cubby hole. I used it last some hours, before writing this note, yet in spite of having washed my hands several times since, they still feel soft and smooth. This concoction, compounded from tar products, is in the form of a jelly, and is as antiseptic as well as a skin food. It is made by the Nade Company, of 150 Southampton Row, W.C.1.

MISCHIEVOUS CHILDREN

Do Not Realise The Harm Done

I am sure the following complaints will be vouched for by the majority of motorists who are subject to the annoyance and inconvenience caused by children interfering with cars whilst left unattended, writes a long suffering correspondent to a Home paper. Some of these children are veritable terrors and make a practice of tampering with every car they meet, very often with unfortunate results for the owner.

As my garage is quite a distance from the house, I have occasion to leave my car outside my home, with the following results. The horn is blown about twenty times, and the lights and ignition are switched on, all the controls are moved, the lever is jammed into gear, and so on. The culminating point, urging me to write this letter, occurred on a recent Sunday afternoon. Endeavouring to snatch a well-earned "nap," I was suddenly conscious of the sound of my engine running. On dashing into the street I was treated to the spectacle of my engine revving at about 3,000, with the choke closed and all lights on. Two little "nippers," no more than ten years of age, were scuttling up the street for all they were worth.

Another point is the damage to the coachwork. I think nearly all motorists at some time or another have had wings and panels scratched by these little rascals. The sad part about it is the fact that the damage is too paltry for an insurance claim, yet it definitely spoils and disfigures the car.

Very often one reads of serious accidents caused by children releasing the brakes of vehicles standing on hills.

What motorist agent wishing his eminent and valued customer

good-bye at the kerbside has not discovered to his intense chagrin some child's initials scratched on the pantwork of the new car? The difficulty is that the children do not realise the damage they are causing. I would suggest that a movement be started in the schools with a view to impressing on the pupils not only the danger, but the immensely destructive nature of this mischievous pastime.

Taking Corners

"A letter published in the Correspondence pages of 'The Autocar' of July 23rd, 1910.

I wish to all attention to the practice some motor car drivers have of taking sharp turns in country roads at very dangerous speeds. I have had, while motor cycling, within the last month, two very narrow escapes from being smashed to pieces, through cars being driven round sharp turns at the rate of thirty miles an hour. Naturally, it has been impossible for me to ascertain the numbers of such cars, as my own safety demanded that my whole attention should be given to my escaping collision.

I am not a nervous rider by any means, neither am I a scorcher or a novice, having used all kinds of motors for over eleven years, but this matter has become so serious that it is time car drivers should give greater attention to the way they take these dangerous corners. Possibly the influence of your journal may cause those who read this letter to mend their reckless ways.

CHAS. R. BEAUMONT.

INTERFERENCE WITH PARKED CARS

Commenting on letter our contemporary says: The damage caused to parked cars by mischievous children is well known to every motorist. Most of us at one time or another have experienced this annoyance; frequently the paintwork has been scratched, or a mascot broken; perhaps the most common occurrence being that of initials being scribbled in the dust on the panels.

The suggestion is made that school teachers should exert some effort to impress upon children both the danger and the destructiveness of interfering with parked cars. Certainly any teacher or parent to whom a child is reported should not neglect to punish the miscreant, and the police should not be too lenient in their attitude towards any they catch in the act, not forgetting that "camping with a car either on the road or in a park" is an offence punishable with a fine of £20 for a first offence. The owners would be grateful to any passers-by eyes who were to send away children playing with standing cars.

Motorists should remember that the locks of their cars are meant to protect them from children as well as from thieves, and would do well to make a habit of always removing the ignition key, and, in the case of saloon cars, of locking the door.

The spontaneous origin of living from inanimate matter must be regarded as a highly improbable event.—Dr. J. Gray.

If we go in for the methods of force, we shall be badly beaten.—Mr. W. M. C. Irvine.

In our higher state of civilisation, free from any physical fight for life, we feel too safe.—Manchester County Coroner.

No English family can trace a genuine descent to the Saxons—Lord Raglan.

Is there not something Gilbertian in a law which allows a quarter of a mile or so of advertising matter in unbelievable colours to go unnoticed, but will pounce upon a peasant shell in Finsbury Park and fine the now unhappy holiday-maker 7s. 6d.—Mr. H. Pound.

It is Adolf Hitler's firm will, his clear determination, that the German people shall be a pious people.—Dr. Eger.

THE DAIMLER "15" SALOON

The Car With A Soothing Effect

To tell the truth, there is something about the atmosphere of the Daimler Fifteen which defies description. The car has a curiously soothing effect upon the driver. It will even banish the high-pressure fretfulness which at times may overtake the most equable of us. The secret, perhaps, lies in the buoyant balance of the car. It is just exactly right for its work in so many respects. It is a car "all in one piece," as they say, yet it has an elasticity and a responsiveness that give it life. When the driver presses down his foot there is no fuss from the engine, no rousing of a cataract of power; instead, the upholstery of the seat embraces his back more firmly, and he finds himself borne forward at a speed that is rapidly increasing. It is at once evident that this car attains an unusually high standard of quiet smoothness in its running. To the extreme flexibility at the slowest speeds afforded by the fluid flywheel transmission is added a capacity to cruise along at a mile a minute without effort. Part of the fascination of the car lies in the indeed delightful ease of handling whilst at the same time a really good all-round performance, in respect of acceleration and the ability to average a high speed, is there, ready to be used if wanted. Not only the engine and transmission, but the whole car is quiet and free from vibration, and remains so when coupled with exceptionally steady and even riding—the radiator cap keeps a level course—produces a sensation of being in a large car, and gives a feeling of lordliness to the occupants.

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UNION AGAINST DE VALERA

Cosgrave and Centre
Parties Agree

GEN. O'DUFFY AS LEADER

(Air-Mail Service)

Dublin, Sept. 5.
Plans to form a united anti-De Valera party were advanced on an important stage in Dublin to-night, when

The Executives of Mr. Cosgrave's party and Mr. MacDermott's Centre party agreed to the proposed fusion of the opposition into a new United Ireland party.

Gen. O'Duffy, who is proposed as leader of the new party, with Mr. Cosgrave as leader in the Dail, is to meet the heads of the Cosgrave and Centre parties to-morrow to discuss final terms of the fusion.

The Cosgrave party, after a long meeting to-day, presided over by Mr. Cosgrave, at which General O'Duffy was present, announced their decision in the following statement: "Convinced that the nation's present calamitous condition of political ambiguity and rapid economic decline is bound, if allowed to continue, to lead to a crisis of extreme gravity, and can be improved only by the abolition of differences among our people and the adoption of a clear and decisive programme of national action, we have agreed on behalf of our organisation to join in forming a united national organisation in which all who wish Ireland to be one, free and great in spirit and achievement can work wholeheartedly together."

A convention of the party organisation is to be held to consider further details of the proposed fusion. The Cosgrave party (Cumann nan Gaedheal) has 51 members in the Dail.

Mr. MacDermott's Statement

The following statement was issued by Mr. MacDermott:

"A proposal was submitted for the merging of the National Centre Party into a new organisation under the leadership of Gen. O'Duffy, in which Mr. Cosgrave's party and the National Guard would also merge. The chairman of the party in the Dail would be Mr. Cosgrave, with Mr. MacDermott as vice-president."

The executive committee of the new organisation would consist of twelve members, nominated in equal numbers by Gen. O'Duffy, Mr. Cosgrave, and Mr. MacDermott, together with Gen. O'Duffy as president, and Messrs. Cosgrave, MacDermott and Dillon as vice-presidents.

Mr. MacDermott is understood to have the support of the eleven independent and four Farmers' members of the Dail.

The executive of the National Guard ("Blue Shirts") also met and discussed the proposed fusion. General O'Duffy was empowered a committee with plenary powers to consider the matter.

It is believed that after a joint conference to-morrow a statement of policy will be presented to the country.

All three parties are well organised, and in the event of amalgamation, a nation-wide organisation could be in full working order within a week.

Mr. Cosgrave interrupted his holiday at Connemara to attend to-day's discussions, and is not expected to leave Dublin again until a definite policy is adopted.

A De Valera Dictatorship?

Meanwhile Gen. O'Duffy and the National Guard are making elaborate preparations for a surprise General Election. Their official organ, the "Blue Flag," which appears in Dublin as a typewritten sheet, in place of the "Blue Shirt," which was banned under the Public Safety Act, hints at an attempted De Valera dictatorship, and even civil war.

The journal prints some verses headed "Shirts," of which the following is an example:

"Oh, I'll have a new shirt,
A Blue Shirt, taboo shirt,
An anti-ballyhoo shirt,
It's just the thing for me."

The issue consists of five typewritten sheets, and explains that: "Owing to the attentions of the police, and delays inevitably associated with a change, we have been unable to find a printer. The 'Blue Flag' however, will not be furred."

It is reported that twelve masked and armed men last night visited a farm at Derry, near Liswell, seized one of the workmen named Conway, who is a member of the National Guard, and took him some miles into the hills. Some of the party afterwards returned to the house and burned Conway's blue shirt.

THE ROYAL NAVY

Cruise Of The Hood

(Special Air-Mail Service)

London, Sept. 12.

H.M.S. Hood, which was recommissioned at Portsmouth last week by Captain F. T. B. Tower, C.B.E., for further service as flagship of Rear-Admiral W. M. James, C.B., Commanding the Battle Cruiser Squadron, will leave to-day for Scottish waters. She will be working up at Rosyth, and will subsequently rejoin the Home Fleet at Cromarty on September 25.

During October the Hood will visit two coast resorts, Banff, from the 11th to 17th, and North Berwick, from the 17th to the 25th; after which she will return to Rosyth, and will leave there with the rest of the Fleet on November 7 for southern ports. The new commanding officer of the Hood, Captain Tower, was her first gunnery officer in 1918-20.

COMMANDER OF THE FLEET.

Captain W. R. Patterson, promoted in the midsummer list, is being succeeded as executive officer of the Kent, flagship in China, by Commander J. W. Josselyn, who went to China in the spring as observer and meteorological officer in the aircraft-carrier Eagle, and was also promoted in the list of June 30. Commander Josselyn served as a midshipman of the battleship Malaya during the War, and in 1924, following service in the cruiser Durban on the China Station, he specialised as an air observer. He has served as such in the carriers Agnus, Furious, and Courageous, and in 1929-31 was attached to the R.A.F. School of Naval Co-operation at Lee-on-Solent. He has lectured on meteorology and air navigation at the Royal United Service Institution.

ROYAL MARINE PROMOTIONS.

The voluntary retirement of Lieutenant-General H. A. H. Jones has caused a run of promotion in the Royal Marine Corps which affects several well-known officers. Major-General L. C. Lampen becomes a lieutenant-general at 55 and on the thirty-sixth anniversary of his entry into the R.M.L.I. as second lieutenant. For his services as a staff officer during the War he was promoted to brevet lieutenant-colonel and awarded the Orders of the Crown of Italy, third class, and the Legion of Honour, fifth class.

Major-General R. D. Ormsby, C.B.E., is promoted to that rank from the command of the Plymouth Division, with which he has been associated for 35 years. He will be 54 next month. He qualified as a naval staff officer in 1913, and during the late War served aboard in command of R.M. contingents in the battleship Africa and the cruiser Courageous until his appointment in 1917 as D.A.Q.M.G. of the Royal Marine Force in the Aegean Islands. He was Deputy Assistant Adjutant-General at R.M. Headquarters from 1921 to 1926.

INTELLIGENCE DIVISION STAFF.

Commander P. N. Walker, who is absorbed from to-day in the establishment of the Naval Intelligence Division, was at Dartmouth College when the War began, and went to sea at the mobilization as midshipman of the Queen, flagship of Admiral Sir Cecil Thursby. In 1916 he joined the new battleship Royal Sovereign, and during the last year of hostilities he was sub-lieutenant of the destroyer Walrus. In 1929 he obtained command of the minesweeper Sutton, and in 1930 of the destroyer Somme in China, in which vessel and her successor the Wild Swan he served for two years in the Far East and was promoted in December last. Three of his term-mates at Osborne and Dartmouth in 1912-14 were made commanders at the same time—C. P. Clarke, now on the Tactical School staff; C. de S. Brock, late in command of submarine L18; and W. G. Agnew, now in the Training and Staff Duties Division, Admiralty.

LAUNCH OF THE LEITH.

The sloop Leith will be launched at Devonport Dockyard to-day (September 12th) by Mrs. Elton, wife of Rear-Admiral J. M. Elton, commanding the R.N. Barracks, Devonport, launched from the same yard on July 19. When ready for service next year they will proceed abroad, the Grimsby to relieve the Cornflower in China, and the Leith to relieve the Veronika in New Zealand.

These two sloops belong to the four of the much-delayed 1931 construction programme, but their keels were not laid until February, 1932. They are to be of 1,000 tons, and of a superior type to the earlier sloops of the Shoreham class, with 4.7in. instead of 4in. guns as their principal weapon. The other two sloops authorized in

(Continued at foot of next column)

PROF. EINSTEIN IN ENGLAND

Secret Shelter On
East Coast

(Special Air-Mail Service)

London, Sept. 12.

Professor Einstein, the famous mathematician, has sought shelter in England from Nazi threats. He arrived in London on Saturday night from his villa at Le Coq-sur-Mer, in Belgium; and stayed with his friend, Cmdr. Locker-Lampson.

Yesterday he was driven to a destination on the East Coast, known only to a few people. No police precautions for his safety have been taken, but Cmdr. Locker-Lampson has arranged for a private guard of friends so that Prof. Einstein shall not be molested.

His residence is a little wooden hut overlooking the North Sea. Interviewed in company with Cmdr. Locker-Lampson, he declared:

"All I want is peace, and could I have found a more peaceful retreat than here in England? At Le Coq I was always guarded. It was a terrible strain and a great responsibility to be put on the Belgian police. It interfered with my work."

"My friend has invited me here, and I hope to stay in England for a month. No one will know where I am until October, when I go to America to lecture. I can live quietly working out my mathematical problems."

Here Cmdr. Locker-Lampson broke in: "The professor is modest. He is engaged on a new mathematical theory."

Prof. Einstein did not say what the new theory was. He reiterated what had already been stated that there was no reason why he should be singled out by the Nazis.

**EINSTEIN AND ARMY
SERVICE**

Paris.

According to the Paris "New York Herald" Professor Einstein now expresses the view that pacifists in France and Belgium are no longer justified in refusing military service as a means of preventing war in view of Germany's "public preparation for war."

A Belgian anti-militarist had asked his opinion concerning two Belgian conscientious objectors who had gone on hunger strike rather than perform their military service. The professor is stated to have replied:

"You will be greatly astonished by what I am going to tell you. A little while ago it could be hoped to combat militarism in Europe successfully by individual refusal of military service. But to-day circumstances are entirely different."

"There is in the centre of Europe a State which is publicly preparing for war by every method. Under these conditions, the Latin countries, especially France and Belgium, are in a very great danger, and their only hope is their preparedness."

"That is why I say frankly that if I were a Belgian I would not refuse military service in the present circumstances, but, on the contrary, would accept it with wholeheartedness and with a feeling that I would be contributing to the salvation of European civilisation."

BRITISH FLIER SHOT

BY ARABS

Heliopolis Tragedy Witnessed
By Fiancee

Cairo, Sept. 24.

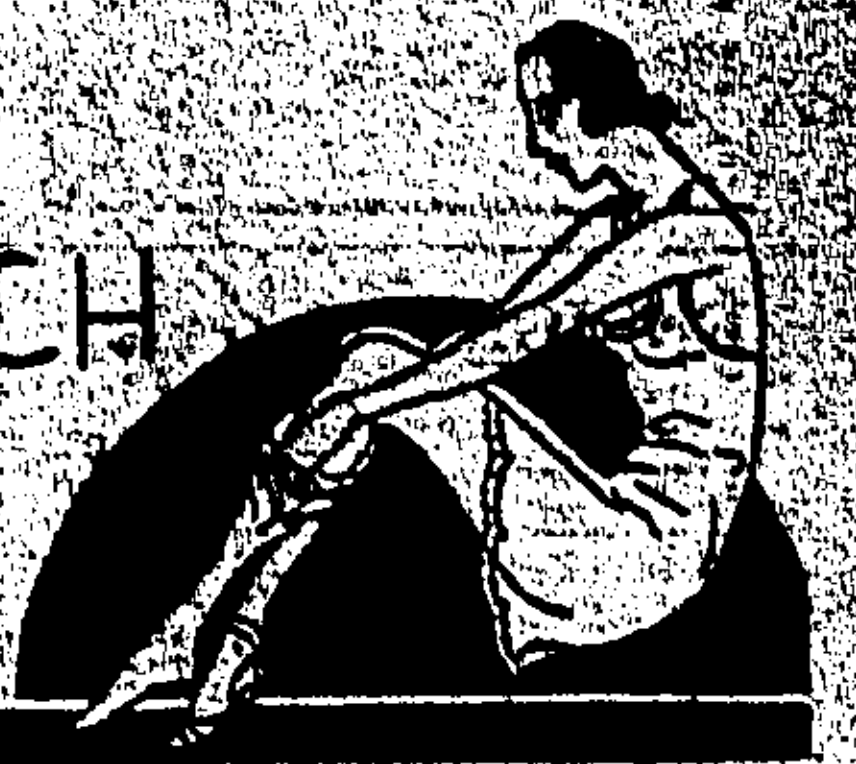
A British airman, J. A. Howard, was fatally shot by an Arab gunman to-day in the presence of his fiancée at Heliopolis.

The couple were out walking when four Arabs, two of whom were armed, demanded money. The airman closed with the nearest Arab and seized his revolver, but another shot him at point blank range with a sporting gun.

The girl, who was not molested, screamed for help, but the Arabs fled. Later, three men were arrested, one of whom was identified by the girl as one of the attackers.—Reuter.

1931 will be of a new class, designed particularly for minesweeping. They are named the Halcyon and Skipjack, after the old torpedo gunboat minesweepers which served during the War, and both are building by Messrs. J. Brown and Co., Ltd., Clydebank. Whereas the Grimsby is the first ship of war in the Royal Navy to be called after that port, the name of Leith has been borne by earlier ships since 1801, but there is no particular history attaching to it.

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GUARD AGAINST
KIDNAPPING

S.M.C. Approves
Radio Car Alarm
System

Shanghai, Sept. 23.—The Municipal Council on Wednesday endorsed the recommendation of the Watch Committee that permission be given to the Radio Protection Company to install and operate a radio alarm system for motor cars in co-operation with the Municipal Police.

The Radio Protection Company applied for a five-year monopoly franchise for a system involving the installation of Municipal Police Stations of radio receiving sets operating in conjunction with automatic sending sets carried in each subscriber's private car, thereby enabling the transmission of alarm signals in the event of an attack by kidnappers. The company informed the Council that the charge for a subscriber's set would range between \$700 and \$1,200. It granted the monopoly of operation in conjunction with the police, the company stated that it was prepared to furnish, install, and maintain all apparatus in the police stations at its own expense and risk, to the satisfaction of the Council. It also offered to train police personnel to operate the receiving apparatus.

When the application came before the Watch Committee, a report was presented by the Commissioner of Police in which he stated that he was in favour of granting the company's request, subject to the applicant providing and maintaining at his own expense any police personnel required other than that already employed in the communication control room.

After discussion, the Watch Committee decided to recommend to the Council that the Radio Protection Company be given permission to install and operate a radio alarm system for motor cars, etc., in co-operation with the Police, but entirely at the Company's expense, for a period of three years, provided the Council was satisfied as to the continued efficiency of the system, such permission not to imply any guarantee or recommendation by the Council.

ARCHDUKE'S BID
FOR THRONE

Monarchist Move
Brought Into Open

Vienna, Sept. 24.

Archduke Otto, son of the late Emperor Charles of Austria, to-day made an open bid for the throne of his country when, through an especially appointed representative, he accepted honorary citizenship in three towns.

The letter accompanying the acceptance was presented to the burgomasters of the three towns who had gathered here for a special ceremony and thus monarchist movement was brought into the open.

The towns of Hain, Marnau and Regelsdorf-Weidern, through their burgomasters, had asked the Archduke to become an honorary citizen.

In his letter, the Archduke, now nineteen years old, predicted that

LONGEST JUDGMENT IN
SINGAPORE COURTS

Million Dollar Tobacco Claim Settled

Singapore, Sept. 26.

By a majority decision of two to one, judgment (one of the longest on record, extending to well over 100 typewritten folio pages) was delivered yesterday dismissing the appeal in what was known as the Chinese Tobacco Case, in which a sum estimated at over a million dollars is involved, and the law costs already incurred are many thousands of dollars.

In the court of first instance Yu Yan Woke, the plaintiff, a married woman, as executrix of Yu Yip Tong, sued several other Chinese, as executors of Chu Shun Hang, for certain rights as an interested party in Shun Hang Tobacco Company, proprietors of two of the best known tobacco trade marks in the East.

After a hearing lasting over sixteen days, Sir William Marison (then Chief Justice) gave judgment for the plaintiff, a judgment which was then of record length, extending to over 100 typewritten folio pages.

The case went to appeal and was heard at the July session of the Court of Appeal, when Mr. Roland Braddell, newly returned from his

AIR SERVICES
IN CHINA

Japan To Compete
With U.S. & Britain

Shanghai.

Japanese aviation interests, with the support of their Government have decided to compete for air supremacy in China where American, Italian and British concerns have made remarkable progress in the aviation development, according to messages received by local Chinese papers.

These messages state that the Japanese Air Transport Company, in view of the valuable plane orders secured from the American and Italian firms, has drawn up schemes for the operation of three air lines between Japan and China. These three lines, according to the Chinese press, are: from Fukuoka to Shanghai; from Dairen to Tsingtao via Tientsin; and from Fukuoka to Foochow via Formosa.

It is reported that as the establishment of the Tsingtao-Tientsin-Dairen air line will greatly benefit the South Manchuria Railway, the Japanese Government has instructed the railway to provide the necessary funds for the operation of this proposed air route with the exception of funds for the purchase of aeroplanes which will be provided by the Japanese Government.

Funds required to establish the other two air lines are estimated at more than Yen 3,000,000. The Japanese Air Transport Co. has definitely expressed its inability to provide such a big sum of money. In view of this, the Japanese Ministry of Navy has agreed to subsidize the company to the amount of Yen 4,000,000, according to the Chinese press messages.

It is reported that Japanese diplomatic representatives in China will shortly take up the matter with the Chinese Government with a view to acquiring the right of establishing these three lines in the near future. The Japanese plan to inaugurate the services at the beginning of February next. A representative of the Japanese Air Transport Co. is also due here next month to make the necessary investigations.

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ON VIEW FROM MONDAY,
THE 2ND OCTOBER, 1933.

TERMS:—CASH ON DELIVERY.

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1 Baby Grand Piano by "Moutri"
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ON VIEW FROM MONDAY
THE 2ND OCT. 1933.

TERMS:—CASH ON DELIVERY.

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Month's big fun show with the gayest downs

that ever hung a jury or changed the blues!

LADIES OF THE JURY
EDNA MAY OLIVER
JILL ESMOND
ROSCOE ATE
KEN MURRAY

RKO RADIO PICTURE

SCREEN STAR ON THE STAGE

Miss Mary Pickford's Decision

Miss Mary Pickford's proposed appearance on the legitimate stage means really a return to her former occupation, for when both she and the films were not much more than in their infancy, she was doing the round of such familiar juvenile parts as Eva in "Uncle Tom's Cabin" and little Willie Carlyle in "East Lynne"—a character in which a performer of a very different type, the late Alfred Lester, made his stage debut.

Miss Pickford, the daughter of a ship's purser who died when she was very tiny, first appeared on the stage at the age of five as Cissy Denver in "The Silver King." I saw her just before the war at the Belasco Theatre, New York, in a piece of which I forget everything except that it was infinitely bad and she infinitely charming.

EVERY FILM STAR IS TWO-FACED!

Make-Up Men Must Make Them Match

The make-up men of the Hollywood film studios here are troubled by the "two-faced" stars. They say that each side of every person's face looks slightly different, one side usually being much more prepossessing than the other in profile.

Now, while it might be possible

TO-DAY AT THE CINEMA

HONG KONG

King's. "The Kid from Spain."
Queen's. "All-Comedy Programme."
Central. "The White Gold Dragon" (a Chinese Picture)
Oriental. "Gini Crazy."

KOWLOON

Star. "Too Many Cooks."
Majestic. "Happy Ever After."

COMING

King's. "The Good Companions."
Queen's. "Rasputin and the Empress."
Central. "Ladies of the Jury."
Oriental. "King Kong."

Star. "My Wife's Family."
World. "Beauty Mart" (Chinese talkie).
Oriental. "A Fool's Bridal Night" (Chinese picture in Cantonese).
Hell's Highway.
Birds of Paradise.

"THE KID FROM SPAIN"

M.G.'s Great Production

"The Kid From Spain," with Eddie Cantor, began its engagement at the King's Theatre today. It is Samuel Goldwyn's annual presentation of Cantor song-and-dance, following last year's "Palmy Days" and "Whoops!" the year before.

In "The Kid From Spain" Eddie Cantor, neither bravely nor willingly, to show his skill and grace as a matador. Escape from the police who are pursuing him, protection from the Mexican thugs about to put him on the spot, the adoring eyes of the elongated blonde sex menace, and solving his mate's difficult love affairs are all among the reasons that bolt Eddie into the arena in the thrilling climax to the story. It is a role in which the weak-kneed, docile, helpless, pop-eyed Eddie is funny with a Chaplinesque magnificence.

Songs that you will have trouble escaping (they are worth walking a mile to hear), the smiling faces and the graceful beauty of a hundred girls, spirited dances and color and glamour are the excitements of this big production.

Sidney Franklin, as himself, is an exciting novelty to Americans who have followed his career in the Spanish arenas in which the bullfighting of the world centers. He appears at the head of the procession and gives a demonstration of the grace and skill that go into the sport.

Goldwyn's staff that produced the picture included Busby Berkeley as director of dances and ensembles, Leo McCarey as the musical director, and Alfred Newman as musical director and Richard Day for the impressive scenic design, and Gregg Toland for photography. William Anthony McGuire, Bert Kalmar and Harry Ruby wrote the music and lyrics.

"FANS" MOB WALLACE BEERY

Police Cordon Broken

There were exciting scenes at the Palace Theatre when Mr. Wallace Beery attended the premiere of his latest picture, "Dinner at Eight."

When he made a speech at the end of the film Mr. Beery was enthusiastically received, but the greatest demonstration was reserved for his exit from the theatre.

Or rather, attempted exit. For his appearance at the main entrance with Mrs. Beery was the signal for a concerted rush by an excited crowd of men and women of all ages.

For a time the police, gripping hands, held their own. Then the line bent, and broke; and a second later Mr. Beery was the centre of a surging mass of "fans."

Mr. Beery, despite his 17st 2lb, was forced back into the foyer. Half a dozen policemen managed to gain the foyer with him.

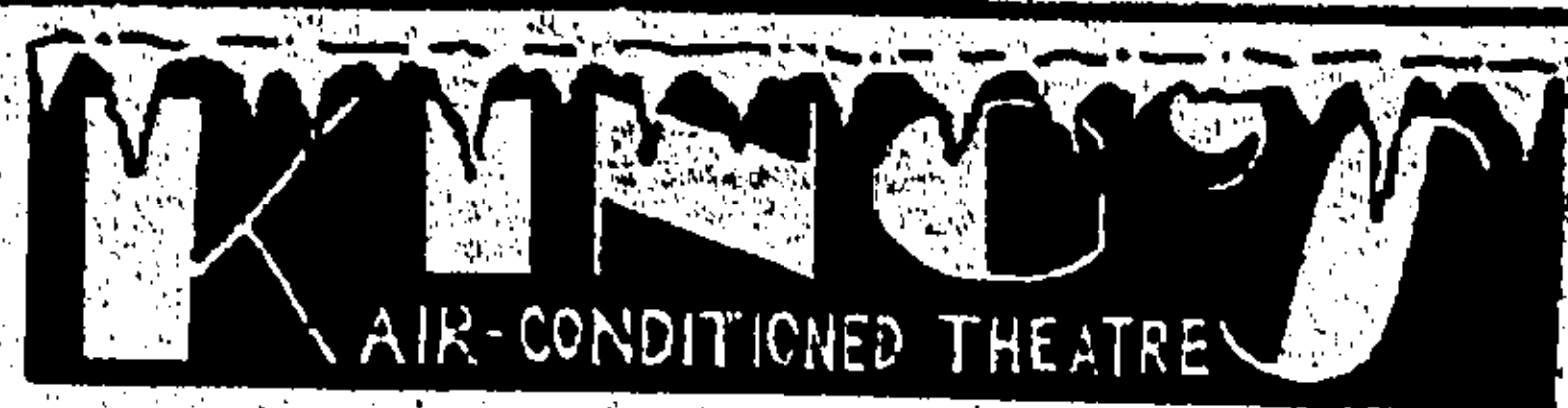
Tactfully—for the whole scene was good-humoured—the spectators were ejected, and a quarter of an hour later Mr. Beery was able to make his escape by a side-door.

For an actress to present only the "best side" of her face for close-ups, the manoeuvring necessary to accomplish this would take up a great deal of time.

So the make-up men have to make the features "synchronise." The difference in time required to make up the two character sides of an actor's and an actress's face is illustrated in the case of Marlene Dietrich and Maurice Chevalier.

When both are required on the "set" at nine o'clock, Chevalier is not required to be in the make-up department until 8.30 Miss Dietrich must be there at seven o'clock.

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.30 P.M.



BOOKING AT THE THEATRE
TEL. 25313 & 25332.

YOU KNOW IT'S FUNNY!



FUN AS FAST AS EDDIE CAN CANTOR WITH A BULL BEHIND HIM—TUNES AS SNAPPY AS THE 76 LOVELIEST GIRLS IN THE WORLD.



Eddie CANTOR in "The Kid From Spain" with Lyda Roberti, Sidney Franklin. The LOVELY GOLDWYN GIRLS. UNITED ARTISTS PICTURE.

ALSO MICKEY MOUSE PRESENTS "THE MAD DOCTOR" AND "FATHER NOAH'S ARK" A SILLY SYMPHONY IN TECHNICOLOR.

"THE GOOD COMPANIONS"

With Jessie Matthews And Other Stars

Jessie Matthews owes a deal of her success to her perseverance and determination. She was not born with the proverbial silver spoon in her mouth, in fact her parents were working-class folk. Her idea in things theatrical was to catch the managerial eye, and Jessie did it with a vengeance.

And Charlie was giving an audition of chorus girls for his new revue. As the hours flew by, Jessie chafed at being kept waiting, and stepping out of the queue demanded of Charlie what he meant by keeping her all that time. While the theatrical staff waited for the thunderbolt to fall, Charlie smiled, asked her name, and told her she could consider herself engaged.

Jessie understudied Gertrude Lawrence when the show went to America, then one night Miss Lawrence was taken ill. At the eleventh-hour Jessie took her place, and was at once a huge success.

Charlie decided to make Jessie his leading lady in his 1928 Revue. Again Jessie scored, although at this time she was still only nineteen. And so from triumph to triumph.

Following on a theatrical visit to America with Jack Buchanan, Jessie received film offers from Warners Bros., Metro and Paramount. She turned them down, as at that period she was about to take her first holiday in five years.

Finally Gaumont-British secured her signature to a long term film contract. "There Goes the Bride" provided her with her first starring film role. Since then she has been the featured player in "The Midshipmaid," "The Man From Toronto" and "The Good Companions."

Miss Matthews is married to Sonnie Hale, who is also under contract to Gaumont-British.

"The Good Companions" which will be shown at the King's Theatre on Friday.

NEW AEROPLANE FOR MR. AND MRS. MOLLISON

London, Sept. 12.

A new Dragon, twin-engined aeroplane, for Mr. and Mrs. J. A. Mollison will be shipped in the liner Duchess of York, which leaves Liverpool for Montreal to-morrow. It is stated that an attempt will be made by Mr. and Mrs. Mollison to fly it non-stop from America to Bagdad, a distance of about 6,000 miles. This aeroplane has been presented by Lord Wakefield in place of the "similar" machine which was wrecked on landing at Bridgeport, Connecticut, after Mr. and Mrs. Mollison's crossing of the Atlantic.

H.K. WIRELESS PROGRAMME

Broadcast By Z.B.W. On 355 Metres

11-11.30 a.m.—Stock and Exchange Quotations, Selected London and New York Stock Quotations, Weather Report, etc.
11.30 a.m.—Chinese recorded programme.
12.30 p.m.—European programme of Victor and Brunswick records.
1 p.m.—Local Time and Weather Report.
1.30 p.m.—Rugby Press News, etc.
A relay of the Rotary Club Tiffin Speech—Dr. Vaughan Thomas, M.A., on "The Principality of Wales."
2 p.m.—Close Down.
4.30-7 p.m.—Chinese recorded programme.
7-10.30 p.m.—European programme.

"AIR-FRANCE"

5 Lines in Big Merger

Paris.—France's five air lines went out of existence, to form one great company, Air-France. The new company has a capital of £800,000 (at par) and will receive a yearly subsidy from the Treasury of £1,240,000.

"Air France" will operate daily airmail and passenger services B.U.P.

ARCTIC EXPLORER'S ROMANCE

To Many Dead Friend's Sister

The romance of an explorer and the sister of a former colleague, who lost his life in Greenland two years ago, lies behind the announcement of the engagement of Mr. James Maurice Scott and Miss Pamela Mary Watkins, daughter of Colonel H. G. Watkins and the late Mrs. H. G. Watkins.

Mr. Scott is secretary of the Everest Climbing Expedition.

He was a member of the British Arctic route expedition of 1930-31. It was on this expedition that Miss Watkins's brother, Mr. Henry George Watkins, its leader, met with a tragic death.

He went out alone on a seal-hunting trip in a kayak (Eskimo canoe), in the handling of which he was an expert, but failed to return.

On the expedition Mr. Scott was the surveyor and dog-driver.

Linking Paris with London, Brussels, Amsterdam, Berlin, Warsaw, Vienna, Budapest, Athens, and Constantinople. Weekly air mail services will be operated linking France with French Indo-China and the Far East, and with Rio de Janeiro, Buenos Aires, and Santiago (Chile), via Dakar.

The companies merged are: Air Union, Aeropostale, Air Orient, Farman Lines, and the Compagnie Internationale de Navigation Aeronautique. They have all been subsidised. The merger will save the Government £200,000 a year.—B.U.P.

"RASPUTIN AND THE EMPRESS"

Success of St. Petersburg of Pre-War Days

Technicians who worked on the screen production of "Rasputin and the Empress," which opens on Thursday at the Queen's Theatre were faced with the problem of reproducing scores of buildings from pre-war Moscow as well as the hundred and one details having to do with court coronation, state receptions and the private life of Russia's regal family.

First Appearance Together

John, Ethel and Lionel Barrymore all appear in this screen production, joined together for the first time in their respective stage and screen careers. Miss Barrymore's characterization of the Czarina also stands as her debut in dialogue pictures, her only other cinema work having been in the ear of silent films. John Barrymore has the role of Prince Chergoloff, who tries in vain to prevent the downfall of the Russian aristocracy, while Lionel is to be seen as Rasputin, more generally known as the Mad Monk, or "Holy Devil."

Ralph Morgan, who had the role of Charlie Marsden in "Strange Interlude," appears as the Czar. Diane Wynyard, the London stage star, has the romantic lead opposite John Barrymore, and the child star, Tad Alexander, who also scored in "Strange Interlude," enacts the difficult part of the sickly Carevitch who falls into the power of the unwholesome Rasputin. Important supporting roles are played by C. Henry Gordon, and Edward Arnold.

Hundreds of Extras

The spectacular film, necessitating the employment of hundreds of some of the most gigantic sets ever built at the Metro-Goldwyn-Mayer studios, was produced under the direction of Richard Boleslavsky author of "The Way of a Lancer," and an important figure in the Moscow Art Theatre in the days of the Imperial Russian regime.

The character of Rasputin has been discussed by so many fiction and non-fiction writers since the mysterious monk's death in 1916, that the chief historical facts are well known. Born in Siberia in 1870, Rasputin was introduced into society circles in St. Petersburg and as a result of his magnetic personality and alleged mystic powers, he became intimate with the Emperor Nicholas and influenced the state decisions of the Czar and Czarina. Rasputin, according to all his biographers, led a life of dissipation and intrigue. In 1914 he was stabbed by a woman friend of a girl whom he had betrayed. He had the services of the Czar's physician, and recovered, only to meet a violent death two years later.

In the film treatment of "Rasputin and the Empress," Director Boleslavsky was aided by Alexander Tolboff, a Russian architect, who has constructed sets for several previous motion pictures having Russian and Continental backgrounds. The photoplay is described as an original story by Charles MacArthur, founded on historical incidents and personages.

BODYLINE PROBLEM SOLVED

Sydney, (Australia).—The problem of body-line bowling has been solved among the natives of Laidou Island, near Naumia, in the Pacific.

If a batsman is hit on the body, he is entitled to give the bowler a sound thrashing.

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CHARLIE CHASE in "The Tabasco Kid"

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ECHOES OF 1859

12.—City Fire Raises Question of Reservoirs for Colony

March 7, 1859. We have purposely abstained from making any remarks upon the fire at Messrs. De Silver & Co.'s on last Saturday afternoon. Most of the community witnessed it themselves and if they cannot take action upon their own eyesight, it were a waste of words in our attempting to induce them to do so.

The wood of which Messrs. De Silver & Co.'s roof was constructed, was of such a peculiar nature that it burnt with difficulty otherwise the entire now as far as the Post Office might possibly have been destroyed—the smoke was issuing through the tiles for above an hour to our certain knowledge, and at least twenty minutes after the engines were on the ground. Not only was there as usual a want of water, but there were no ladders and when the hose was taken to the top of the verandah, it got foul of the eaves, and a ladder had to be sent for. We have no hesitation in recording that had ladders been used when we reached the ground with half a dozen sailors, and a dozen buckets filled from the bay, that the fire would have been easily extinguished. As it was, we submit that when the roof fell in it extinguished itself.

Regarding the construction of waterworks in this town we can fancy nothing more simple, we think there should be at least

five reservoirs at the extreme back excavated on the site of the hill at about equal distances of the whole lengths of the town, these reservoirs should be about 100 yards long, 20 yards broad and 20 feet deep, they should be lined with dressed stone supplied with water from the nearest streams, and regulated to feed the different districts of the town in the usual manner with iron pipes. In case of fire, engines would not be required, for such a pressure of water on the hose would cause a stream of water of sufficient force to extinguish any fire if attacked in time. As matters now are, a fire in a chimney seriously jeopardises a considerable section of the town.

These reservoirs could be nearly constructed entirely of convict labour. If instead of pulverising stones with hammers as is now done in the jail, simply for the sake of repairing the roads, the convicts were taught to dress stone with American facing hammers, the product of their labour would not only yield stone for the reservoirs, but as many chippings as their present occupations give.

There could not be a better time than the present to regulate the locality of these reservoirs. We have had no rain for about five months, therefore any streams which may now be running can be reckoned upon as permanent.

AIR CLAPHAM JUNCTION OF THE EAST

Siam Needs Civil Aerodrome For Growing Traffic

Bangkok, Sept. 20. The growth of the air services between Siam and Europe has led to the question of a civil aerodrome in or near Bangkok, wholly devoted to the needs of passenger, mail and cargo traffic, built to comply with present day needs—that is usable all round the clock, night or day, and in any weather—concrete runways and landings above known flood levels being as necessary as flood lighting.

In this matter Siam cannot afford to lag behind her neighbours at Singapore, Hong Kong and Hanoi. Fifteen years ago Bangkok possessed in the military aviation field at Don Muang, the first aerodrome out of Europe. Since then the long chain which commences at Croydon, and Amsterdam has spread over Europe, via Egypt, Persia, to India, via Burma to Singapore and Australia, and Hong Kong and South China via Saigon.

But Siam's Clapham Junction at Don Muang has remained as it was, designed, a military station. Were it constructed to-day it would be built for the same money as has been expended, on very different lines—and with the experience of a dozen or more years experience to guide the architects and experts.

To bring Don Muang into line with the modern planning would probably cost all of a quarter of a million ticals and more, and still it would be a military 'drome to which all others would come as guests. For the same amount approximately a brand new civil 'drome can be erected nearer Bangkok with road connection with the capital, and with all the latest gadgets.

THREE BIG COMPANIES

Before the end of the year there will be three big companies using Don Muang, Dutch French and British British twice a week, and the growing needs of these services require not only a regular flying

schedule which can operate regardless of weather, but an improved ground organisation, which will ensure that the advantage gained by rapid flight over long distances will not be discounted by ground delay from the aviation ground to those points of civilisation whose importance has dictated to these services the making them points of call.

The latest Damascus-Saigon French planes will make the Rangoon-Bangkok hop in two hours twenty minutes, but as much time or more has to be spent in getting to the flying grounds from Bangkok and Rangoon respectively.

Not only night flying and longer day journeys are necessary to shorten the time required to travel between London and Bangkok, or Hong Kong. A civil aerodrome properly equipped and located is equally important. And that is coming to be realised by those who fly, as well as those who serve on land.—Singapore Free Press.

LONDON'S LORD MAYOR

Alderman Collett To Serve In 1934

(Special Air-Mail Service)

London Sept. 12. Alderman Charles Henry Collett is to be London's next Lord Mayor. It is understood, to-day, that his election to the position will be unopposed.

The appointment will be announced at a meeting of the City Livery Company at the Guildhall on September 29. The Alderman, who is aged 69, has been a City business man for more than 50 years. He is one of the founders and the first chairman of City of London Retail Traders' Association, and has been its president since 1920. Alderman Collett was educated at Haberdashers Aske's School, Hatcham, and was apprenticed to his father on leaving school.

He was elected a member of the Common Council for the Ward of Bridge in 1912, and for some time successfully resisted increased electric lighting charges. He was elected an Alderman in 1927.

Alderman Collett proposed the Registration of Business Names Act, which was made law. He is a liveryman of the Glovers' Company, and was elected an Under Warden in 1921.

London's new Lord Mayor was elected as Sheriff of the City last year. The fact that he was elected an Alderman a month earlier than Sir Stephen Killick has a bearing on his election to the Mayoralty, for it is customary to elect the senior Alderman to the civic chair. Sir Stephen has been eligible for the Mayoralty for several years, having held a shrievalty in 1929, and he is indicated as Alderman Collett's successor.

CORRESPONDENCE

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired but as evidence of good faith.—Ed.]

A MODERN FABLE

TO THE EDITOR OF THE "HONG KONG DAILY PRESS."

Sir,—Mr. Black and Mr. Blue shared a nice house. Mr. Black got up at 7 and was in his office by 8.30, when he worked till 5 p.m. or even later. He was always in danger of getting the sack as the company who employed him had done none too well of late and had recently cut down their contribution to his Provident Fund.

Mr. Blue got up about 9 and by 10.30 he had had his Milk Stout and was all ready to go to his office where he worked steadily from 10.45 to 11.45 and then went out and had a few gins with his pals. He had taken about 12.30 and a nap afterwards. About 4 p.m. he was usually equal to a little tennis or golf. There was no danger of his getting the sack or his job was paid for by the Public.

One evening as they were sitting over the fire together Mr. Blue said to Mr. Black:

"Look here, Black, old boy, I want to have a yarn with you. The fact is I don't think you are doing your bit."

"Why not?" said Black.

"Because if we have another war, and that fellow Red gave me a nasty look the other day, if we have a war who is going to defend this jolly old house?"

"I thought that was your job," said Black. "In a way so it is, but in modern warfare it is no good relying on the Regular Forces entirely. The whole community must do its bit. Here you are, you know nothing of modern warfare you have never handled a 'Mill's Bomb' let alone a Depth Charge. You ought to buck up. I will find you an instructor, a first class fellow, and then when the war begins you will be able to defend the ground floor here while I give orders from top-side. How about it?"

In the end, after a good deal of cajolery, Mr. Black was persuaded to give up his scanty leisure. He now spends his spare time in the study of bombs, flame-throwers, gasses, pistols, trench-mortars, battle-axes and other weapons for, as Mr. Blue frequently points out, you never know which of these will come in most handy in the future struggle.

Mr. Blue now gets up at 9.15 and by 10.45 he has had his Milk Stout and is all ready for his office; otherwise his routine is unchanged.

Moral—Do your bit.

H.K. POLICE RESERVE

(Orders by the Hon. Mr. E. D. C. Wolfe, C. M. G., I.G.P.)

Chinese Company.

Revolver Practice. All members with 2 years or more service are ordered to attend Bowen Road Revolver Range on Wednesday, October 11th to fire the Marksman's Course under Sub-Inspector A. L. Hopkins. Members will fall in at the Range at 5.30 p.m. sharp.

Photograph. A company photograph will be taken on Tuesday, October 3rd. Members will fall in at Central Police Station at 5.00 p.m. sharp. Dress—White Uniform and Cap with White Cover.

Revolver Practice. A revolver practice for the Indian Company will take place on Wednesday, October 4th at 5.30 p.m. under Sub-Inspector A. L. Hopkins at the Kennedy Road Range. Only those detailed will attend.

Training Course—Part II. All recruits of the Indian Company residing in Kowloon will attend 3, Chi Woo Street, Kowloon on Wednesday, October 4th at 5.30 p.m. for instruction.

All recruits of the Indian Company residing at Hong Kong will attend Chinese Company Headquarters, 17, Queen's Road Central on Thursday, October 5th, at 5.30 p.m. for instruction.

Emergency Unit Reserve. Rifle and Revolver. An inspection parade of all arms will take place on Friday, October 6th. Fall in at No. 2 Police Station at 5.20 p.m. All members must be present. Section Leaders to notify all their sections.

THE RICE TAX

Merchants' Plea Rejected

Canton, Sept. 29. There will be no modification of the tax on imported rice, which is at national currency per picul. Officials of the Provincial Department of Finance have rejected the plea of the rice merchants that Kwangtung supplies only 30 per cent. for local consumption.

Shipments of rice are coming in from Wuhai, Anhwei, so there is no anxiety that the province will have no sufficient rice to meet the demand. Other consignments are also coming in from Kwangtung.—Central Press.

As a handy Peps tablet dissolves in the mouth it gives off healing and germicidal fumes which are breathed into deepest recesses of chest and lungs. Peps disinfects the throat and kills mischievous germs. They ward off sudden chills, clear and strengthen the bronchials, and soon banish the worst cough.

GET A BOTTLE TO DAY!

PROTECT CHEST & LUNGS

Agents—Messrs. Gillman & Co. Ltd., 44, Des Vaux Road, Hong Kong.

THE GOOD COMPANIONS

COMMENCING FRIDAY, 6th OCTOBER

A MUSICAL COMEDY

GRACIOUSLY PATRONISED BY THEIR MAJESTIES THE KING AND QUEEN.

WITH THESE LATEST SONG HITS:—

"THREE WISHES"

"LET ME GIVE MY HAPPINESS TO YOU"

"LUCKY FOR ME"

JESSIE MATTHEWS

EDMUND GWENN
MARY GLYNNE
A.W. BASKCOMB
JOHN GIEGUD
Directed by VICTOR SAVILLE

GAUMONT-BRITISH PICTURE

"THE GOOD COMPANIONS" IS GOOD—WAIT FOR IT!"

—SHEFFIELD INDEPENDENT

Hong Kong Weekly Press

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Colony's Budget for 1934
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HAINAN NEWS LETTER

Severe Damage Done By July 30 Typhoon

BARRACKS AND THE YAMEN IN DAMAGE

Kachek Sept. 28
Khang-dong district is putting up a very attractive resthouse at the north entrance to Kachek market, on the main auto road from Hoihow. It is a token of esteem for and gratitude to General Sin Han-koung for his work in the island.

Preparations are being made for some theatricals to be held just outside the market, arrangements being made by the Thirteenth Provincial Middle School. They are trying to raise money to put a bridge across the small Kachek river which lies between their new school building and the market. For many years there has been a small stone slab bridge across this stream, sufficient for use in ordinary weather but under water whenever a heavy rain occurred. The village people thought little of going a half or mile or so either up or down the stream to one or the other of two larger bridges spanning the stream, but now that students must cross the river several times a day in going to their classes, a bridge large enough for use at all times is needed at the narrow crossing.

TYPHOON DAMAGE.

During the typhoon of July 30th the soldiers' barracks collapsed in toto, as did the theatre in the market where soldiers were ordinarily quartered. Soldiers are now crowded into every available temple in the market and even occupying new middle school buildings mentioned above, though the classrooms are available for use during school hours. To add to the confusion, the district magistrate's yamen in Khang-dong district city also collapsed and the magistrate has moved his headquarters to Kachek, rather forcibly taking possession of the Chamber of Commerce quarters for their merchant police. There was considerable tension over the matter for a time, but at present the matter seems to be resting in status quo, though there are rumours of wirepulling in view of a change of magistrates. Even a large shop closed in bankruptcy some months ago is being used by soldiers.

REBUILDING AND LOCAL LABOUR.

As yet no attempt is being made to rebuild the barracks, though it seems a necessity if Kachek continues to be division headquarters for soldiers. We hear that \$500,000 local currency was offered to anyone who would take the contract for clearing up the debris and \$4,000,000 for contracting to rebuild, but it seems no one was willing to attempt the work for such prices. The local masons and carpenters are not accustomed to contracting for large jobs, preferring to do day labour. For the first time in over thirty years since the American Presbyterian Mission began putting up buildings in Kachek, a local carpenter was willing to contract for the repair work after the typhoon. The work is done at \$13.50 per square foot (ten Chinese feet) for tile roof repairs and at a set sum for the damaged residence.

Many of the damaged market buildings are being repaired, and brick kilns are scarcely able to keep up with the demands for material made upon them. Tile are selling at \$30.00 per ten thousand, in the proportion of seven flat tiles to three crown tiles. Bricks cost from \$15.00 per thousand, and lime is \$9.50 per thousand cabbies. Masons work for fifty-seven cents per day and carpenters for seventy cents.

CHINESE & RUSSIAN PIECE GOODS.

It is quite noticeable of late that cloth merchants are selling what they say is Chinese-made coloured cloth, in competition with the Russian piece goods flooding the country. The Chinese cloth is about two inches wider and somewhat cheaper but is said to fade quickly. The colours and patterns are not especially attractive. One wonders why there is such an absence of green in the cloth displayed, either Russian or Chinese. Is it that the Chinese are not fond of green, so that there is no demand for it, or is it that green dyes are difficult to procure? Certainly what few green pieces of Russian goods were seen were not an attractive clear shade, but a rather sickly-looking yellowish green.

NOT ONLY GOLD AND DIAMONDS

Agricultural Future Of South Africa

A lantern lecture on "South Africa" was given by Mr. D. R. Burt at the Ferguson Memorial Hall, Cinnamon Gardens.

The Rev. G. E. P. Leembruggen presided and introduced the lecturer.

Mr. Burt said that he would speak to them of a tour he made in South Africa about four years ago when he attended a conference of the British Association. He began with a picture of the Cape where the first settlers landed and said that at that point the cold waters of the Atlantic met the warm, tropical waters of the Indian Ocean. The coast of the Cape Peninsula was rugged and reminded one of Cornwall and Northern Scotland. The animals that he collected there were curious the same as those he had collected in Scotland. One peculiar creature that he found there was the Peripatus, a zoological curiosity found only in New Zealand, Newfoundland and a few other places in the world.

Land of Flowers.
The Cape Peninsula was about the size of the Isle of Wight and nowhere in the world were there so many flowers grouped together except perhaps in Hong Kong. There were 500 varieties of flowers alone. Many of them were extremely beautiful but most of them had very little perfume unlike the heather of Scotland. From a spur of the mountain on the eastern side of the peninsula one had a view which was unsurpassed, according to Cecil Rhodes, anywhere in the world. Nearby that spot was the Rhodes Memorial.

Wine Producing Area

Within 40 miles of the Cape they came to a different type of country and in there one felt as in Holland or some part of England. There was an old world air about the place with Dutch farm-houses. There were plums and oaks, the latter being as big as the oaks of England many times older. The best wine of South Africa came from that part of the country. The inhabitants were descendants of the early Huguenots and during the two centuries they were there they had remained unchanged in their nature and beliefs. From that part of the coun-

try they came to the Kru Desert which was interesting from many points of view. The plants there had to withstand an enormous amount of drought—sometimes extending to a year or two. The leaves of the plants were thick and fleshy and after the rain they began to bloom. Sheep were reared in that region on those plants but they could not live long on those plants and had to be killed young.

Heart of The Gold Country

From the Kru Desert they came to Kimberley, which supplied diamonds for the engagement rings of four continents. It was a sandy place with herds and there a few thorny trees. There was no water there. It was an ugly town with groups of little Kaffir huts. On Friday nights especially, all the people went to the cinemas and from the crowd emerged millionaires who sent their sons to Oxford. The men who had written their names in gold across South Africa emerged from the mines of Kimberley, the most noteworthy among them being Cecil Rhodes.

Johannesburg was the heart of the gold country on the Rand, which was a ridge about 50 miles long throughout which existed gold.

Extensive Game Reserve.
From Johannesburg they came to Pretoria where they found the biggest irrigation scheme in South Africa which irrigated 30,000 acres. Some distance away from there was the biggest Game Reserve covering an area of 8,000 square miles and where they found 500 full grown lions, giraffes, antelopes, zebras, baboons, hippopotamuses, rhinoceroses, etc.

Agricultural Future

The lecturer next referred to Bulwayo and the Kalihari Desert and concluded with a brief description of Victoria Nymanza with the beautiful waterfalls of the Zambesi and King Solomon's Mines with its elliptical temple which was still an unsolved mystery. The lecturer remarked that though there was gold in South Africa, the main industry of the people was agriculture, which was on the threshold of development. "It is in this direction that the future prosperity of South Africa lies," said Mr. Burt.

The Chairman proposed a vote of thanks to the lecturer and to Mr. Eric Fonesca for arranging the lecture.

FLOOD HORRORS IN FIGURES

50,000 Drowned,
3,000,000 Affected

MANY CITIES ENTIRELY WIPED OUT

Nanking, Sept. 27.
Approximately 50,000 persons lost their lives, 2,000,000 have been affected, and 3,000,000 are starving. This is the official estimate of the Yellow River flood situation after checking the figures sent in by various provincial and hain governments, and a careful survey of the flood districts by aeroplanes and field agents.

The Yellow River Flood Relief Commission is losing no time in rushing relief to the destitute refugees. Five relief corps are leaving to-day and another five within a week. They will first establish headquarters at Kaifeng and Tsinan, and immediately will proceed to the flood districts with funds, food, clothing, and medical supplies.

The Biggest Sufferers

The flooded area, according to the field inspectors of the Flood Relief Commission, is in the form of a triangle, with the new and old Yellow River channels as the two legs. Districts which have been affected the worst are Changyuan, Puyang, Tungming (Houpi), and Huashien and Kachek (Houan). About 20,000 people lost their lives in Changyuan, Puyang, and Tungming, and 15,000 were drowned at Huashien alone. More than 70,000 cows, mules, and horses also were drowned there, and owing to the stagnant condition of the flood water, thousands of corpses still be seen floating about.

While in terms of the area of land affected Shantung is the heaviest sufferer, investigations indicate that the province will be able to take care of its refugees without much assistance from the Government. The area of each hain affected in Shantung ranges from 20 to 50 per cent, and the affected area usually is under only one or two feet of water. If the water recedes in October, there is still hope for a late harvest.

Cities Cease to Exist

In Hopei (Changyuan, Tungming, and Puyang) and Honan (Huashien and Kachek) where the silt is from four to five feet deep, nothing can be done to the land for years to come, and these cities literally no longer exist.

As an indication of the destitute condition in the interior, the field inspectors found that parents were not selling their children, but giving them away, in the hope that they might thus be saved from starving to death.

NEW POST AT THE G.P.O.

Public Relations Officer

The Postmaster-General, with the concurrence of the Secretary of State for Dominion Affairs, has appointed Sir Stephen Tallents as public Relations Officer at the General Post Office. He will commence his duties on Oct. 1.

Sir Stephen is at present Secretary to the Empire Marketing Board, but his duties end on Sept. 30, when the Board is to be discontinued.

Sir Kingsley Wood, the Postmaster-General, said a representative of THE LONDON DAILY TELEGRAPH last night that the appointment had been decided upon in order to bring the Post Office further into line with modern commercial requirements.

"Sir Stephen will be in charge of Post Office publicity and advertising, and of relations between the Post Office departments and the public in general," he said.

"This is an entirely new post, the first of the kind in a Government department. It is anticipated that Sir Stephen's experience in connection with the Empire Marketing Board will prove of great value to the Post Office."

Several of our large British undertakings, he added, have an officer carrying out similar work, and in the American Bell Telephone Company the position is held by a vice-president of the company and is regarded as one of considerable status and importance.

Sir Stephen Tallents, who has been for some time a member of the Post Office Publicity Committee, has been Secretary to the Empire Marketing Board since 1925. He entered the Board of Trade in 1906, and served with the Irish Guards during the war. From 1916-18 he was in the Ministry of Munitions, and in 1918 became Principal Assistant Secretary at the Ministry of Food.

He was chief British delegate for the Relief and Supply of Poland in 1919, British Commissioner for the Baltic provinces from 1919 to 1920, Private Secretary to Viscount Fitz Alan, Lord Lieutenant of Ireland, from 1921-1923, and Imperial Secretary for Northern Ireland from 1922-28.

RAIN IN KWEICHOW

In Time To Save The Crops

Chenyuan, Kweichow, Sept. 13.
General Che is still holding out at Tungjen with the help of Hunanese troops. The Governor's troops retired after a siege of a month's duration. Now reinforcements have arrived and ammunition so hostilities have again started.

The rain arrived in time to save the crops which were in danger from the drought. We are now having fine weather for gathering in the rice and from all accounts there is a good crop. With such bad communications as there are in this district, the people are dependent on the local harvest. We can almost feel in the air the relief from the minds of the people now that they are assured of inexpensive rice for the time being.

From August 22-26 there was a conference in Kweiyang for the missionaries of the China Inland Mission, when Rev. G. W. Gibb, China director of the Mission was present. Forty six members attended. This is probably the largest number of the foreigners ever gathered together in that inland city. Mr. Gibb is now travelling throughout the western section of the province from whence he will proceed to Yunnan. The missionaries are again dispersed throughout the field. Some have twelve or fourteen days journey, and modes of travel vary. Sedan chairs, mules, or one's own feet are the general ways, but for the favoured few that live near the motor road motor bus, or cycle may be used. It is wonderful that such journeys can be accomplished at all in these days of unrest and I suppose no journey has been made without some risk. No doubt everyone felt the trouble expense and risk were worth while for the spiritual fellowship that was enjoyed during those few days.

ROUSSALKA

A Vessel With A History

Lord Moyn's yacht "Roussalka," which was recently wrecked during a fog off the west coast of Ireland, was a vessel with a particularly interesting history and one furthermore which goes to show the resourcefulness and ingenuity of British shipbuilders.

Originally built for the Southern Railway as the "Brighton," this triple-screw vessel of over 1,400 tons completed nearly 30 years' service on cross-Channel routes, including several years as a hospital ship during the war, before she was acquired by Lord Moyn, then the Hon. Walter E. Guinness. Her new owner renamed the vessel "Roussalka" and converted her for private service as a sea-going yacht. In addition to considerable structural alterations, extensive modifications were made to the machinery, oil firing being substituted for coal fuel, which gave the boat a radius of action of about 8,000 miles.

After extensive cruises, the owner decided to have twin Diesel engines installed in place of the steam machinery which did not provide sufficient speed for his liking. This conversion was successfully carried out by John I. Thornycroft & Co., Ltd. at their Southampton works and their estimate of the improved speed was actually exceeded in the final trials after completion.

CHARGES WITHDRAWN

Against Former Poultry Stall Partner

The case in which a partner of the Wah Cheong Poultry Stall, Central Market was charged with (a) larceny by partner of \$1,307.50 and (b) larceny of \$250, was brought to an abrupt ending before Mr. Balfour at Central Magistracy yesterday when the case against the accused was withdrawn by the prosecution.

Mr. F. X. D'Almada snr., was for the prosecution while Mr. Hin-shing Lo, instructed by Mr. J. M. Hall, defended. When the hearing was resumed, Mr. D'Almada, addressing the Court, said that he found the case was one for a civil action rather than criminal proceedings, and under the circumstances, he asked permission to withdraw the charges against the man.

Mr. Lo remarked that he associated himself with what Mr. D'Almada said, and Mr. Balfour accordingly granted the permission sought for.

RAILWAY CROSSING SMASH

Portuguese Have Exciting Experience

Passengers on the 6.12 p.m. train from Suncheon on Sunday had a rather exciting experience when, at the crossing near Beaconfield Tunnel, the engine ran into a motor-car which had been abandoned on the track.

It is understood that Mr. E. I. Leitao of the China Underwriters was driving home from Fanling with his wife and some friends, and as he approached the railway crossing near Beaconfield Tunnel, he took a wrong turning, and before he had realised his mistake the car had stuck between the rails.

Unable to move it the occupants appealed to a number of coolies who were standing by for their assistance but they refused, even though they were told they would

COLONEL ROWAN-HAMILTON

To Relieve Brigadier Cousins

Brigadier R. E. Cousins is due to leave the Colony on leave on November 17, and during his absence, his place will be taken by Col. G. B. Rowan-Hamilton, D.S.O., M.C., who will arrive in Hong Kong on the troopship Neutralla on October 27.

Col. Rowan-Hamilton, who has been commanding the 2nd Battalion The Black Watch since 1930, was born in July, 1884, and received his first commission in the Army as 2nd Lieut. in the Black Watch in 1904. Two years later he was promoted to the rank of Lieutenant and from September, 1911 until December, 1914, was adjutant of the battalion.

He was promoted Captain in September, 1914, and in 1922 he was raised to the rank of Brevet-Lieut.-Colonel. He was substantiated in that rank in 1930.

From August, 1915, until October, 1918, Col. Rowan-Hamilton held numerous General Staff posts with the Home Forces and in France and from 1920 until 1924 was Brigade Major of the Southern Command. In 1924 he was appointed temporary Deputy Assistant Adjutant and Quartermaster-General to the North Ireland District, a rank he held until September, 1929.

During the Great War he saw service in France and Belgium, Gallipoli and Egypt, and was mentioned in despatches on four occasions. He has the Star and Clasp, the British War Medal, the Victory Medal, the D.S.O. and the M.C.

Other disembarkations and their units will be:—Audit Staff Messrs. A. Dawkins, J. W. Hall, J. Miller; Royal Artillery, 2/Lt. D. A. Kayll, 2/Lt. P. G. Parker, 2/Lt. A. G. L. Close, Lt. G. P. Portman, Lt. W. T. Delamain, Major W. L. Eastwick Field, Captain W. J. Fennell; R.A.O.C. Captain (O.E.O.) H. B. Cresswell, Royal Engineers, Major R. L. Whittington, Lt. A. W. Lorena; R.A.M.C. Lieut. Col. A. C. Elliott; Devon Regt. Capt. O. P. Jode; R.A. Ch. D. Rev. J. C. L. Isard; East Lancs. R. F/o Capt. K. G. Richmond, F/o Lieut. F. W. Beer; Royal Artillery, Q.M.S. Medina, W/o Sgt. G. A. Knight, W/o Sgt. Champion, W/o Sgt. Springall; Royal Engineers C.S.M. Miller, W/o Sgt. Bray, F/o S/Sgt.

TWO TUNNELS

Constructed Under The Scheldt

Antwerp, Sept. 10.
The King and Queen of the Belgians, with the Duke and Duchess of Brabant, inaugurated to-day, amid the enthusiasm of an immense crowd, two new tunnels under the Scheldt. One is for vehicles and is about two kilometres long; the other is for pedestrians, being 600 metres long with passenger lifts.

In the grand stand, in addition to the royal personalities there were Cardinal Van Roey, the Presidents of the Senate and the Chamber, the Diplomatic Corps and numerous Ministers, members of Parliament and Burgomasters.

Baron Holvoet, in an address, traced briefly the history of the idea of connecting the two banks of the river, the first suggestion being made by Napoleon in 1815. He praised their enlightened Sovereign always extolling scientific research and its application.

The King, in reply, paid a tribute to all those who took part in the construction of the tunnels, saying: "They have given of the energy of our race in the traditional measure." His Majesty distributed several decorations of the Order of Leopold and the Order of the Crown.

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When our customer is as definite as that, we know we have just the material to suit him - - whatever the style is it must be a "ATLAS" or "TRICOLINE" fabric.

The colours are permanent. No matter what price the shirt - - there is no difference in the dye. When we show our customer shirts made from these fabrics we can use the word guarantee without any reservations.

There is a large selection now showing at prices ranging from \$6.75 with two collars to match each shirt, or we make them to measure at no extra cost. You are invited to inspect this season's styles at the sole agents.

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DB 1008 Humoresque—Rosmunde Ballet music
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Sandler & Orch

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Size 5 to 10 in various fittings
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Less 10% cash discount

Meltonian
or
Proper Shoe Cream

Obtainable only at
LANE, CRAWFORD, LTD.
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NEW ADVERTISEMENTS

NOTICE.

THE ANNUAL OPEN HARBOUR RACE AND LADIES HARBOUR RACE will take place on October 12th, 1933. Start off at 5 p.m. sharp from Kowloon Railway Pier. Entries together with the fee of \$1.00 will be accepted up to October 12th.

VICTORIA RECREATION CLUB. [1848]

HONG KONG TECHNICAL INSTITUTE.

The Institute will be re-opened on Wednesday, 11th October, 1933. Provision will be made for instruction in English Literature, Commercial English, French, Shorthand, Book Keeping, Physics, Chemistry, Hygiene, Pedagogy, Electrical Engineering, Building Construction, Architecture, Sanitation, Field Surveying, Physical Instruction, Machine Drawing, Applied Mechanics, Cookery, and any other subject for which there is sufficient demand.

Entry forms and copies of Prospectus may be obtained at the Education Department or at the Central British School.

A. O. BRAUN, Director, TECHNICAL INSTITUTE. [841]

ANNUAL EXAMINATION FOR ENTRANCE TO CLASS 3 AT QUEEN'S COLLEGE OR KING'S COLLEGE, 1933.

1. Applications from Candidates attending non-Government Schools should be made on forms which can be obtained from the Education Office on and after Monday, 2nd October.

These should be completed and forwarded to the Inspector of Schools, Education Department, on or before Monday, October 9th.

2. The application form must be signed by a Head Master, who will certify that the candidate is a bona fide pupil of Class 4 or equivalent standard, that his conduct has been satisfactory and that he is not more than 17 years of age on November 1st, 1933.

3. There will be a preliminary Test in Dictation for which candidates should present themselves at Ellis Kadoorie School on Saturday, 14th October, at 9 a.m.

Candidates failing to satisfy the Examiners in the Dictation Test will not be eligible to take the remainder of the Examination. Names of candidates who have satisfied the examiners in the Dictation Test will be posted outside Ellis Kadoorie School on Monday, October 16th.

4. The remainder of the examination which comprises Chinese, English Grammar and Composition, Geography, Arithmetic, Algebra and Practical Geometry will be held at 9 a.m. on each day from Tuesday, October 17th, till Friday, October 20th, both inclusive.

5. A limited number of Scholarships providing free education for three years, at one of the above schools, may be awarded to candidates who reach a sufficiently high standard.

N. L. SMITH, Director of Education. [1847]

GOVERNMENT STORES CONTRACT-1934.

It is hereby notified that sealed tenders, in triplicate, which should be clearly marked "TENDERS FOR STORES" will be received at the Colonial Secretary's Office, until noon of Thursday, the 19th day of October, 1933, for the supply and delivery of Stores required by Government Departments during the year 1934.

For Specifications and Forms of Tender apply at the Office of Superintendent, Accounts and Stores, Public Works Department, from whom further particulars may be had on application.

The Government does not bind itself to accept the lowest or any tender and reserves to itself the option of accepting FOR ALL OR ANY PART of such Specifications. [1841]

DEWAR'S

"White Label"

YOU act wisely and take no risks in selecting this whisky from the multitude of stimulants

"WHITE LABEL"

Sole Agents:

A. S. WATSON & CO., LTD.

Est. 1841.

OBITUARY

Mr. Lewis Haines
Shanghai Sept. 28.—The funeral of the late Mr. Lewis Haines, a member of the crew of the Tacoma City who was fatally injured by falling into the hold of the vessel on Monday, took place at the Hungjiao Road Cemetery yesterday afternoon. The Rev. Mr. Harthorn of the Missions to Seamen officiating. The casket was carried to the grave by cadets from the sister ship Vernon City owing to the departure of the Tacoma City early in the morning. Wreaths were received from Sir Robert Reardon Smith and Sons, Ltd., the owners, Captain and Officers, Members of the crew. The States Steamship Co., Messrs. Dodwell and Co., etc.

Mr. Arthur J. Pratt
Shanghai Sept. 28.—The remains of the late Mr. Arthur Joseph Pratt were interred in Hungjiao Road Cemetery yesterday afternoon. Representatives being present from the Public Works Department of the Shanghai Municipal Council, Lodge Saltoun, No. 938 S. C. also personal friends. The service was conducted by the Rev. Mr. Harthorn. The pallbearers were: Messrs. A. J. Clement, S. Burgess, J. H. Burns, F. Hinds, L. T. Lawrence and W. M. Ferguson. Among those attending were: The Public Works Department Shanghai Municipal Council, Mr. Charles Harpur, Commissioner of Public Works, R. W. M. and Brethren of Lodge Saltoun, No. 938, S. C. Mr. G. H. Burns, Frank, etc.

Dr. Franz Bracht
Berlin, Sept. 28.—A former Cabinet Minister, Dr. Franz Bracht, died this afternoon, aged 68, after a long illness. Dr. Bracht was Mayor of Essen until July, 1932, when Chancellor von Papen appointed him Reichscommissary for the Ministry of the Interior of Prussia, of which Dr. von Papen himself had just been nominated Premier with dictatorial powers following the dismissal of the Braun-Schleicher Cabinet. In October, 1932, Dr. Bracht was nominated Reichsminister without Portfolio and, after Dr. von Papen's resignation, took over the Ministry of Interior in the von Schleicher Cabinet. After General von Schleicher's overthrow, Dr. Bracht left the state service and made a trip to America, from which he returned a sick man. Dr. Bracht formerly belonged to the German Centre Party, but later joined the nationalist Catholic group headed by Dr. von Papen.—Trans-Ocean Kuo Min.

WEDDING

Bradford-Raven

Shanghai, Sept. 27.—The marriage took place on Tuesday at 8 p.m. at St. Joseph's Church, Rue Mong-tsun, Rev. Father Macdonald officiating. Mr. Paul Whipple Bradford, son of Mr. and Mrs. Samuel Chase Bradford, of Pasadena, California, and Miss Helen Mary Raven, daughter of Mr. and Mrs. Charles H. Raven, of Shanghai.

The bridegroom, who is local manager of the American Express Co., is a keen polo player and played in the last match of the season, Light Horse v. American Troop, in which the latter were victorious.

The bride, who was given away by her father, wore a gown of rich oyster white satin, designed and executed by Garnett. Wide sleeves, on which orange blossoms were charmingly disposed, and a train cut in one with the long skirt, were particular features.

She carried a bouquet of white carnations and orange blossom. Mrs. Walter F. Raven was matron of honour and wore a gown of peach crepe marocaine, while the Misses Ruth Raven, Lee Lockhart, Ellen Louise Schmid and Bess Chapelaine were bridesmaids and wore frocks of green crepe marocaine and green swathed turbans. All carried muffs of flame coloured gladioli.

The bride's mother, Mrs. C. H. Raven, wore a Garnett model of lilac lace, trimmed with a touch of cerise velours paysanne, and a small close fitting turban of the same velours.

The best man was Mr. Lloyd Findlay Cecil, and the ushers were Messrs. William Harrington, John Mucchio, George Allen and Max Vitally.

After the wedding a reception was given at the residence of Mr. and Mrs. C. H. Raven. (Continued on next Col.)

America's difficulties, for the world economic system knows no national boundaries. When President Roosevelt went back on his pledges and sank the World Economic Conference, because stabilisation might retard America's recovery, not a world of reproach was heard from any responsible quarter. The President was even hailed as "splendidly right." But he will be expected to act now with the ruthlessness of Mussolini or of Hitler against the strikers' manipulators and all the influences whose greed and folly are wrecking the most wealthy and enterprising country in the world.

QUENCHING AMERICA'S THIRST

Vast Order For 'Whisky Diplomats'

With an order in his pocket that may run into a million pounds, Scotland's "whisky" diplomat has returned to England from the United States.

He is Mr. T. Herd, managing director of the Distillers Co., Ltd., the £10,000,000 "British" whisky combine.

Mr. Herd, with Mr. T. Wilkinson, managing director of John Haig, Ltd., and other British whisky chiefs, went to the United States to make plans to quench the great thirst that will arise when the Prohibition Act is repealed—probably at Christmas.

He has been instrumental in securing an arrangement with Canadian whisky manufacturers by which the United States market will be shared.

The importance of this arrangement has been overestimated. It means that Britain and Canada will be able to oust all competitors from this vast source of revenue.

MORE WORK

Already American agents in England are placing big orders for liquor. An initial contract for 100,000 cases of whisky—to be followed by delivery of 50,000 cases a month—has been signed.

This order is, of course, valid only if prohibition is repealed but, as it almost certainly will be, Britain manufacturers are happy.

More than 120,000,000 gallons of whisky are stored in Scotland and it is estimated that the bulk of this will be bought by the United States.

—This means that scores of stills in the Highlands, on Speyside and elsewhere, which have been idle for years, will soon be put into production again.

RISING STOCKS

Meanwhile, ever since the end of June, there has been a strong demand from the United States for Distillers Ordinary £1 Stock units.

On June 27 alone, there was an order for 20,000 and since then the activity in the shares has been sustained.

The £1 unit has risen to as high as 82s. or 81s. above the lowest price of the year, and there has been little setback from the highest price, the shares now being quoted at about 80s.

This movement has been accompanied by a keen demand for the shares of Brewers and Distillers, Vancouver, which, at one time, (Continued on next column)

was held at the Cathay Mansions and later Mr. and Mrs. Bradford left for their honeymoon which is being spent on a trip to Hongkong and Manila, the bride's going away ensemble being a Schiaparelli model consisting of a beige coat over a red frock, with which was worn a beige hat.

King's College annual aquatic sports will be held at the college bath on Thursday, 5th Oct. at 2 p.m.

Sentence of twelve months' hard labour was imposed by Mr. Schofield on Wong Kiu, a returned banished, in the Central Police Court yesterday.

The marriage is announced to take place shortly of Thomas Sands, ship builder, of Kian Wan Dock, Shanghai, to Mrs. Margaret Wood Butcher Todd, widow of 255, Avenue Haig, Shanghai.

For unlawfully boarding the s.s. Tjisandane without the permission of the Master, an unlicensed Chinese hawker named Ng Chai was fined \$20 with the alternative of two months' hard labour, by Commander Newell at the Marine Court yesterday.

The Management of the Repulse Bay Hotel advise that the daily tea and dinner dances are to be temporarily discontinued, Saturday night Dinner Dances and Sunday afternoon Tea Dances will, however, function as usual.

Shot in the head when he attempted to escape from armed robbers, Lam Chuen, living in a hut at Kap Shek, Mr. village, Shamshuipo, is now lying at the Kowloon Hospital between life and death. The robbers forced their way into his hut on Saturday morning and had retained some 10 minutes when Lam Chuen, armed them and fled through the front door. He was shot down when blowing a police whistle for help.

RESTRICTION OF RUBBER GROWING

Malayan Attitude Revealed

Singapore, October 2.—The Malayan Rubber Administrations are still determined not to initiate restriction proposals, declared the Governor, Sir Cecil Clementi, in a speech in the Legislative Assembly.

The chief difficulties are found in the Dutch Indies and Malayan action would be premature. When the Dutch found a practical solution, fair both to natives and estate-owners and a guarantee to make it effective in Dutch territory, Malaya will examine it with sympathy.—Reuter.

DEMAND FOR RUBBER SHARES

There was a fresh demand for rubber shares this morning on the continued hopes of restriction, the commodity price also rising 5/32. After which profit taking caused an easing in share prices, commodity prices weakening following Sir Cecil Clementi's speech.—Reuter.

LONDON TO LE TOUQUET IN ONE HOUR

London, Sept. 12.—So popular has the Imperial Airways service from London to Le Touquet become this summer that it has been decided to continue this holiday service, which was scheduled to cease at the end of August, throughout September.

Imperial Airways liners will, therefore, leave Croydon Aerodrome each Friday and Saturday throughout September at 3.30 p.m., reaching Le Touquet one hour later.

could be bought at 3s. These have advanced in sympathy with Distillers to as high as 14s. and they now stand at 10s. 6d.

FRANCE'S FEAR

A Paris correspondent adds that unless France pays some of her overdue War Debt to the United States high customs barriers may be raised against French wines and liquors when prohibition comes to an end.

Thus, in spite of the fact that the wine and spirit consumption of the United States will next year be the highest for years, France stands in great danger of losing this vast market.

Meanwhile, for months now, France has been preparing for the great wine rush. Thousands of litres of different vintages are already held, at the disposal of American firms and, in the Azores, boats laden with French wines are ready to race to the United States the minute the word is given.

One case of diphtheria and one of enteric were reported over the weekend.

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The establishment of the Manchoukuo capital has led to an enormous increase in the Gelsha girl business states a message from Changchun. From 23 to 228 Gelsha girls within the last two years marks the rapidity with which the capital city is developing. In the same period the number of cabarets increased from nine to 36; the number of Manchou singing girls, actresses and male players from 688 to 320; the number of restaurants from 38 to 145; hotels and inns from eight to 34.

NEWS SUMMARY

The Shanghai bowlers playing at Talkoo lost by ten shots yesterday. Main skipped the Northern team. Page 10.

An account of Hainan's recent troubles due to the July 30 typhoon and the unruly soldiery, appears on Page 7. There is also an interesting reference to Russian piece goods. Page 7.

September's rainfall, measured at the Botanic Gardens, totalled 14.65 inches. Page 8.

At yesterday's annual meeting of the South China Motorship Building and Repair Works, Ltd., for the year ending 30th June, 1933, a net loss on working of \$91,418.72 was reported. Page 15.

A level crossing mishap, fortunately not attended by serious consequences, occurred on the Kowloon-Canton Railway at Shatin on Sunday, when the 612 evening train from Shumchun collided with a motor-car which had become stuck between the tracks. Page 7.

Aboard the troopship Neuralia which is due to arrive in Hongkong on October 27 will be Col. G. B. Rowan-Hamilton, D.S.O., M.C., who is to relieve Brigadier R. B. Cousins who goes to England on leave on November 17. Page 7.

The sequel to a fight between the crews of a lighter and a junk, was a sentence of six weeks imprisonment on a junk coolie, for wounding one of his assailants with a chopper. Page 7.

A total of \$8,250 has been subscribed towards the Cheer O Club funds. H.E. the Governor has sent \$250, and other donations included \$2,000 from H.K. and Shanghai Bank. Very generous response has been made by leading members of the Chinese community, two gifts of \$1,000 each and six of \$500 each having been made. Page 12.

On page 9 will be found an account of the arrangements for the Hong Kong and Shanghai Banking Corporation's move from their present building to their temporary premises at the old City Hall.

Interest in the Disarmament Conference was revived by a report in the "Echo de Paris" that Sir John Simon told Herr von Neurath that France would agree to reduce effectives by 300,000 men if Germany accepted the disarmament proposals agreed to by Britain, France and the United States. The report adds that Sir John Simon told Herr von Neurath that France would also reduce the period of military training to 6 or 8 months before the end of the proposed trial period.

These offers were conveyed to Sir John Simon by M. Paul Boncour.—Reuter.

INTEREST IN DISARMAMENT

France Agrees To Reduce Effectives

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THE EUROPEAN ZINC CARTEL

Agreement Renewed With Modifications

Brussels, October 2.—The Zinc Cartel has decided to renew the Cartel agreement with modifications regarding the method of fines to be levied for excess production above the quotas satisfying the Belgium group.—Reuter.

These offers were conveyed to Sir John Simon by M. Paul Boncour.—Reuter.

MOVEMENTS OF WARSHIPS

Destroyers Expected To-day

On account of bad weather up North, the Flotilla Leader Keppel, and the Destroyers Veteran, Witch and Wren did not arrive in Hong Kong yesterday, as previously announced, but are expected this morning.

H.M.S. Berwick of the Fifth Cruiser Squadron, which has completed her summer cruise up North, is expected to arrive on or about Wednesday.

Other arrivals scheduled are: H.M.S. Bruce, October 13 from Shanghai.

H.M.S. Eagle, October 27 from Japan; H.M.S. Ealing, November 6 from Japan; H.M.S. Medway and submarines, November 9 from Japan; H.M.S. Sandwich, November 16 from Japan; H.M.S. Kent, November 20 from Japan; H.M.S. Cornwall, December 2 from China; H.M.S. Cumberland, December 18 from Shanghai; and H.M.S. Bridgewater, January 9 from Shanghai.

H.K. & SHAI BANK'S GREAT TREK

All Ready To Start On Saturday

ARRANGEMENT AT THE CITY HALL

The great trek of the Hongkong and Shanghai Banking Corporation from their present building to their temporary quarters in what remains of the City Hall, is to start next week-end.

"Zero" hour for the advance is 3 p.m. next Saturday. The Colony is having an extra bank holiday in honour of the event, namely, Monday, October 9, Tuesday is the "Double Tenth," which the Bank staff will celebrate by getting everything ready, and on Wednesday morning, the new premises will be opened to the public.

HOW THE MOVE WILL BE MADE

Details of the necessarily complicated arrangements for the move has been worked out with the greatest care by Messrs. Palmer and Turner who are taking responsibility for its move. Two covered ways have been erected between the old and new premises, across the "desert" between. One track is ten feet wide, and along this the furniture and fixtures will be moved in ordered procession, while the smaller covered way will act as the return way for the carrying coolies.

Every piece of furniture, with its accessories, of chairs and fans, and waste paper baskets, has been numbered and labelled. Its place has been chalked, with the corresponding number, in the new premises so that there can be no confusion as to its new billet.

The order in which the removal of furniture is to take place, in one department after the other, has also been worked out, so that the process can go forward quickly, smoothly, and without the slightest confusion.

The first room to be cleared will be used as a waiting room for coolies, to prevent them wandering all over the place and generally impeding matters, and possibly getting into mischief.

THE BANK'S TEMPORARY PREMISES

A certain amount of quiet amusement has been caused by the idea of the great institution, which holds so many of us in the hollow of its kindly hands, moving into what remains of the City Hall. It is realised of course, that having been quite a handsome caterpillar, the Bank now has to go through a chrysalis stage before emerging as a large and splendid butterfly.

Messrs. Logan and Amps, their architects, have however made a remarkably good job of fixing up the temporary abode. The great object has been, all through, to make the City Hall as convenient as was in their power for all clients. As far as possible the lay-out of the old premises has been followed, so that in a short space of time, everyone will know his way about as well as in the old building.

A special feature is a lift up to the first floor, where the business now carried on in the Bank Annex, will in future be conducted. Thus a trail up the formidable stair case leading to the old St. George and St. Andrews Ball Rooms will be avoided.

The interior has been excellently decorated in light colours, and with severe plainness, the old ornamentation having been removed. Lighting and fans have been lavishly installed, and the large windows of the City Hall will ensure that the place is as cool and as fresh as anywhere in Hongkong during the summer months.

The entrance is in Queen's Road, and there will be no entrance in Des Voeux Road. A small doorway with steps has been fitted fronting the Cricket Ground for coolies and messengers who in the present building use the doorway near the Chartered Bank. This is being done in the interests of peace and quiet. The Manager's room is on the ground floor of the new temporary building and there is a special door for brokers close to the main entrance. The second floor is being set apart for the City Hall library.

Strong-room space has been provided in the basement of the building and the work of transferring the bank's vast stores of silver has been completed. Most of our readers will have watched with interest the coolies unloading shoes and socks of dollars, under the eye

of bank officials and armed guards.

Although the stay in the City Hall is to be comparatively short one, needless to say this department has been prepared with the greatest care, and has all the necessary strength of doors and walls. The huge safes containing securities and documents of every kind were moved last week-end, the journey being made on steel rollers.

Demolition.

The work of demolishing the old building will start as soon as the exodus is over. Already scaffolding and boardings have made their appearance. Though no definite time can be fixed, for the weather and other uncertain factors play their part, it is expected that the site will be cleared in about two months.

Two 7-ton cranes are to be erected, one to deal with the dome and the surrounding walls, and the other with the Des Voeux Road section of the building. These cranes will be a familiar feature of this part of the landscape for a long time to come as they are to be used during the construction of the new building.

Minimum of Noise.

Col. Logan of Messrs. Logan and Amps in reply to our representative stated that there would be a minimum of noise during building operations. "We can't guarantee absolute quiet, but we don't think the 'neighbours' will have much cause for complaint." All the stones will be faced at the quarry and numbered, having its corresponding place on the plan. The new building will be, of course, by far the largest in Hongkong, and there will be a number of features, both of design and of method of construction, which will be of considerable technical interest."

A prominent member of the Bank's staff, asked by our representative what he thought of the change, expressed himself in two words only.

However, when the Bank Staff realise how the move itself has been planned, and the care and skill with which the new quarters have been fixed up, the ordeal will probably prove less severe than anticipated.

ASTOR HOUSE AND PALACE HOTEL

Sale Rumour Called Brokers' Yarn

According to the Shanghai Evening Post and Mercury the rumours of the sale of the Astor House and Palace hotels have been declared by Hong Kong and Shanghai Hotels Ltd. to be wholly without foundation so far as is known locally. "It looks to me like a sharebroker's yarn designed to influence prices," said Mr. A.S. Hersee, acting Shanghai manager. "As far as I know there is not a word of truth to it."

One story went, that persons residing at the Astor House had received notice that they had to vacate by April 1934. Positively no such notice had been given, declared Mr. Max Schibler, Astor House Manager. "I know nothing of any sale and certainly have not taken this step reported."

A hearty laugh was the reply of a Japanese Legation and Consulate General spokesman to a report that the Japanese had purchased the Astor House to use it for official purposes. "It is too bad the story is not true, said he. Unfortunately we have no money for such a purchase, and I am afraid we must put up with our old building for a long time to come."

VITAL STATEMENT EXPECTED

Regarding America's Finances

Washington, October 2. Official activities in the United States yesterday were of an encouraging character. Prior to his departure for Chicago where he will address the convention of the American Legion, President Roosevelt gave orders that the destitute must be provided with food, clothing, and fuel during the coming winter. The Relief Administrator, Mr. Hopkins, stated that nearly U.S. \$700,000,000 is available for this purpose.

Simultaneously, the Reconstruction Finance Corporation announced a big drive to energise industry through credit expansion, by means of 3 per cent and 4 per cent loans to mortgage and loan companies and banks for re-lending to businessmen. This is interpreted to mean that President Roosevelt is as reluctant as ever to embark on inflation.

The leader of the National Recovery Administration, General Hugh S. Johnson, has sent Mr. Walter Chrysler to Detroit to investigate the strikes there.

In consequence of the farmers' restiveness over the retail price formulas, the United States Secretary of Agriculture, Mr. Henry C. Wallace, has started discussions with reference to control of corn and hog production.

The fact that President Roosevelt is accompanied to Chicago by his entire executive and office staff is thought to portend a first class pronouncement.—Reuter.

RED SUPPRESSION IN SOUTH KIANGSI

Statement By Gen. Miao

(From Our Special Correspondent).

Canton, October 2. Bandit suppression and the anti-Communist campaign in South Kiangsi and West Fukien were reviewed by Lieut. General Miao Pei Nan, Chief of Staff of the First Group Army, at the weekly memorial service this morning.

Declaring that most of the bandit gangs in Kwangtung have been wiped out by the First Group Army, General Miao stated that a brigand chief named Tse Kwoon Cheong in the Little North River area is still at large and sometimes extorts money from the village people. Another notorious gang leader, Wong Ting Choy, was murdered by a rival gangster, and his band has dispersed, General Miao said.

"Most troublesome are the bandits who lurk on the Kwangsi-Hunan borders," General Miao continued. "There are over 100 brigands in those frontier hamlets and towns. They are difficult to suppress because of the mountainous barriers and easy of retreat into Hunan or Kwangsi."

CANTON'S FUTURE GENERALS

Stiff Exams At Military College

(From Our Special Correspondent)

Canton, October 2. High standard of matriculation is maintained by the Yin Tong (Yen Tang) Military and Political Training Academy, when four candidates out of 900 passed the entrance examination. The 896 were rejected because they simply could not answer the examination questions.

As regards the rumour that many candidates were turned down because of political reasons, a professor of the Academy stated today that the unsuccessful candidates simply fell down in the entrance test and that 200 did not even pass the physical examination. "He denied any candidate having been declined owing to political affiliations."

This year the enrollment of the local "Sandhurst" consists of 1,500 cadets. They are classified in artillery, infantry, cavalry and engineering units, although the best courses are devoted to infantry. General Chang T'ai-yung, President of the Academy, is making every effort to improve this academy in order to turn out good officers to command the Kwangtung armies.

PLEASURE SHIP CAPSIZES

22 Drowned One Hundred Missing

Tokyo, October 2. Twenty-two are known to have been drowned, while over a hundred are missing, when a pleasure steamer capsized yesterday afternoon off the coast of Kumamoto.

Only 40 persons have been rescued so far. The accident is believed to have been due to high seas and overloading.—Reuter.

Tokyo, October 2. Thirty-three corpses have been recovered. Forty are still missing and feared drowned.

SILVER MARKET

(From Our Own Correspondent)

London, Oct. 2. Following are the Silver Quotations on the London market today:

Spot 184
Forward 189/18
The London on New York cross rate to-day closed at £-U.S. \$4.80.

"DAILY MAIL" AND NAZI-ISM

Britons Told To Mind Their Own Business

London, Sept. 25. This morning's editorial of the "Daily Mail" does not mince words in denouncing those "busy-bodies and mischief-makers" who are out to persuade the British Premier to denounce Germany. The paper expresses the hope that the British Ministers will not yield to the pressure brought to bear upon them. The Germans have a right to choose their own government, the paper emphasises, and Britons should mind their own business. The same people who accuse the National Socialists of Germany and urge Mr. Ramsay MacDonald to denounce them did not lift a finger against the atrocities of the Bolsheviks in the Soviet Union.

The paper deplores the fact that the British Government did not consider it necessary to suppress the so-called "shadow trial" in London on the Reichstag fire. Those who have taken part in this "trial" have staged a torchlight procession around a powder magazine. The National Socialists Government at home is the most popular of all European governments, and England is sick of intrigues who, to a considerable degree, bear conspicuous foreign names and who are out to sow discontent between England and Germany just as they did some years ago, between England and Japan. Of all counsellors, these people are the most dangerous.—Trans-Ocean Quo Min.

BEAN AND MUTTON STEW

Plan For Relief Of Jobless

Berlin, October 2. The ex-Crown Princess and her family have made the discovery that bean and mutton stew is "most palatable."

Practically the whole population, from President Hindenburg downwards, had a one-course dinner yesterday.

It generally consisted of a hot-pot or a stew as the food was limited to fifty pennings, half a mark. The diners were required to hand over the balance, between that and the normal price of their Sunday dinner to a special Unemployment Fund.

Patriotism Stimulated. The scheme was one recommended by the Nazi authorities and it was generally adopted in a very willing spirit, but lynx-eyed storm-troopers sitting in restaurants stimulated patriotism and appetites.

Storm-troopers also visited private dwellings in the morning just to remind people that the scheme was being undertaken and returned in the afternoon to collect the money saved.—Reuter.

THE ANTI-LEPROSY SERUM

Paris, Sept. 25. Speaking yesterday before the Paris Academie des Sciences, Professor Nichols gave an account of the researches conducted by the Upsala professor, M. Binstier, for the treatment of leprosy with a new serum which Professor Nichols said had brought remarkable results in two serious cases of leprosy.—Havas.

OPTIMISM AT NANKING

Wang's Address To Kuomintang

Nanking, October 2. A general atmosphere of optimism prevails following the arrival here this morning of Wang Ching Wei and Huang Fu and Huang Fu's departure for Peiping.

Wang Ching Wei proceeded to the Central Kuomintang Headquarters, where he addressed the weekly memorial meeting.

Wang Ching Wei stated, firstly, that in accordance with the Central Executive Council meeting decision the Fifth National Kuomintang Congress will be postponed until next year and the National People's Assembly is scheduled to be held in March, 1935.

Secondly, concerning Mongolia's self autonomy, Wang Ching Wei declared that Dr. Sun Yat Sen always supported Mongolian autonomy. Viewing with doubt the real intentions of the recent Mongolian Princes autonomy movement, the Government was establishing a Special Commission to study the question.

Thirdly, Fang Chen Wu's and Chi Hung Chang's military strength was negligible. Therefore, this problem was expected to be settled without much difficulty.

Fourthly, the Members of the Standing Committee of the National Economic Commission, Messrs. T. V. Soong, Sun Fo and Wang Ching Wei are formally assuming office this week.—Reuter.

CHANG HSEUH LIANG

Received By King Of Sweden

Stockholm, Oct. 2.

Marshal Chang Hseuh Liang arrived here yesterday and was received by His Majesty King Gustaf of Sweden. He later lunched with Prince Gustaf Adolf, son of the Crown Prince.

His foreign adviser, Mr. MacDonald, states that Marshal Chang Hseuh Liang is interested in the engagement of Swedish officers to Command a Chinese Gendarmerie Corps.—Reuter.

CHINA'S AIR "ACE"

Peiping, October 2.

The Chinese airman, Captain Chen Wen Ling, who is making a round-the-country flight, left for Chenchow, Honan, to-day. He intends to refuel at Paoingfu and Shihchiachuwang.

Before leaving Peiping Captain Chen gave a demonstration flight over the city.—Reuter.

FANG'S TROOPS MOVING NORTH

Peiping, October 2.

An official statement concerning General Fang Chen Wu's movements, states that his forces are now so demoralised as to no longer constitute a menace.

General Fang's troops are continuing their retreat north through the demilitarised zone, and Japanese planes are following them up, speeding their progress with a few well-placed bombs.—Reuter.

AIR MAIL SERVICE TO RANGOON

New Line From London Cuts Off 15 Days' Travel

London, Sept. 24.

Another milestone in the development of Empire air services was passed to-day when a plane of the Imperial Airways left Croydon for Rangoon.

The new service is reckoned to save 15 days in travelling as compared with the sea route.

After flying over the existing Indian route via Cairo, Baghdad and Karachi to Calcutta, the mails for Rangoon will be flown for the first time over a new 700-mile section via Akay.

Meanwhile, developments are proceeding for an extension of the route to Singapore by December and later to Australia.—Reuter.

A young Chinese girl, sustained serious injuries to her head on Sunday when she attempted to alight from a moving bus on Nathan Road. The driver summoned an ambulance and the girl was taken to the Kowloon Hospital.

MALAY STATES FINANCES

Sir Basil Blackett To Report

London, Oct. 2.

Sir Basil Blackett, the British Financial expert, has accepted the invitation of the Secretary of State for the Colonies, Sir Philip Cunliffe-Lister, to visit Malaya to enquire and report whether, and if so to what extent and under what conditions, the Malay States, Federated and Unfederated, should participate in the profits and liabilities of a currency commission in the Straits Settlements.—Reuter.

4,000,000 In Labour Federation

Chicago, Oct. 2. Announcing that the American Labour Federation membership had topped 4,000,000, the Secretary, Mr. William H. Green, predicted that it will soon be 10,000,000 because the annual Convention, opening to-day, will order an unprecedented organising campaign.—Reuter.

JAPANESE OCCUPY TANGKU

Sequel To A Minor Disturbance

Peking, Sept. 28.

A delayed message reports that a Sino-Japanese incident occurred at Tangku last night, when a drunken Japanese sailor caused a disturbance before the Chinese military headquarters there. The Japanese was escorted to the Japanese military headquarters by Chinese police.

At 5 o'clock this morning a group of 40 Japanese soldiers mounted machine-guns in the streets of Tangku, and removed them only after the Bureau of Public Safety had protested to the Japanese headquarters. Another group of Japanese soldiers fired a volley of shots in the morning, causing consternation among the people.

A Tientsin report states that the Japanese military at Tangku demanded the immediate evacuation of the Chinese railway guards from the Tangku Railway Station early yesterday morning. Negotiations with the Japanese having failed, the Chinese withdrew from Tangku at 7 a.m. The Japanese have also occupied the Bureau of Public Safety at Tangku.—Kuo Min.

CHARLIE CHAPLIN'S CHILDREN

Court Orders Maintenance Cut Of G.\$150

Hollywood, Sept. 28.

The two small sons of Mr. "Charlie" Chaplin have received a cut in their monthly allowance. The Court decreed to-day that their monthly living expenses should be cut from G.\$400 to G.\$250, but their mother, Lita Grey, Chaplin's divorced wife of the comedian, will henceforth not be required to account for expenditure.

Confidence

Is not permanently attained by flattery and
verbalisms which unscrupulously promise
more than they can keep, but can only be
achieved through the quality of a product.
Do not listen to persuasive words to buy
preparations from an obscure origin. Do not
forget that your health is endangered. Place
full confidence in a product which has been
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does not harm heart or kidney, is
entirely innocuous and will also quickly
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Each original packing and tablet
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Beware of imitations!

V.R.C. LEADS FROM SHANGHAI

Hadley Proves Outstanding But Loses The 440

L. R. PEREIRA IN GLORIOUS FORM

His Excellency the Governor, Sir William Peel, accompanied by Lady Peel and party were among the large gathering at the interport swimming contest between Hongkong and Shanghai held at the bath of the Victoria Recreation Club last evening. H.E. Major General Borrett was also amongst those present.

The main attraction of the evening's programme was the 440 yards free style race in which L. Roza Pereira and F. Hadley, representing Hongkong and Shanghai respectively fought out one of the most thrilling races.

Both swimmers were cheered by their supporters and one could not hear oneself for the tremendous excitement which prevailed when Pereira, inch by inch, towards the end of the race, forged ahead to win by a matter of two and a half yards.

Earlier in the evening Hadley created a bath record for the V.R.C. when he won the 50 yards free style in 25 seconds flat. E. B. da Roza was second, two-fifths of a second behind. Lawrence was third.

At the close of the evening's programme Hongkong led by 27 points to 23. The sports will be resumed next Monday.

ED DA ROZA BEATEN

The opening race on the programme was the 50 yards free style in which Shanghai was represented by F. Hadley and O. Brosseau and Hong Kong by E. B. da Roza and W. Lawrence. The four of them stayed together over part of the first length when Roza and Hadley forged slightly ahead and at the turn Roza was definitely ahead, though by a matter of inches. Hadley picked up

some excellent dives, but admitted by not so sparkling as Duell.

Back Strokes

Shanghai had bad luck because R. R. Duell their best back stroke man, had to be kept back from this event. Coon substituted for him and created a minor sensation when he led over the first fifty yards. In the next length, Pereira drew up with Coon as did Lawrence, and there was a thrilling swim home, which resulted in Pereira winning by a touch from Lawrence. The time was 72.2 seconds.

Three-Style Medley

Although Shanghai was expected to carry off this event, E. B. da Roza, a last minute substitute for L. Roza Pereira, created a surprise by winning this event in convincing manner by a yard and a half from Shanghai's representative, J. Coon. Roza stayed well in the breast strokes and kept with the leader in the back stroke; in the free style he was easily the best and won with plenty to spare. H. M. Remedios was a poor third.

Medley Relay Race

The best bit of the evening was the medley relay race which fell to Shanghai thanks mainly to the fine swim in the free style by F. Hadley who, starting a second behind Roza, won the race with a few inches to spare. Hadley timed 24.2 for the 50 yards. Hongkong was dead level with.

L. ROZA PEREIRA



Winner of the 440 who won an exciting race from F. Hadley of Shanghai.

Shanghai in the back stroke, and was clearly a yard or more ahead in the breast stroke, but in spite of this advantage, Hadley pulled the race out of the fire.

Results

50 yards free style (Interport)—1. F. Hadley (Shanghai); 2. L. Roza Pereira (Hongkong); 3. W. Lawrence (Hongkong). Time: 25 seconds.

100 yards free style (Boys' Handicap)—1. L. Osmond; 2. C. N. da Silva.

440 yards free style (Interport)—1. L. Roza Pereira (Hongkong); 2. F. Hadley (Shanghai); 3. B. V. Gittins (Hongkong). Time: 5.46.2.

50 yards "D" Class Handicap—1. L. F. Silva; 2. A. O. Barretto.

400 yards Back Stroke (Interport)—1. L. Roza Pereira (Hongkong); 2. J. Coon. Time: 1 min. 12.2 seconds.

75 yards Medley (Interport)—1. E. B. da Roza (Hongkong); 2. J. Coon (Shanghai); 3. H. M. Remedios (Hongkong). Time: 50 sec.

Fancy Diving (Interport)—1. R. Duell (Shanghai); 2. Ed da Roza (Hong Kong); 3. A. Brosseau (Shanghai).

Egg and Spoon Race—1. A. A. Roza; 2. J. Lima.

Medley Relay race—1. Shanghai; 2. Hongkong.

SHAI BOWLERS LOSE AGAIN

Defeated By Ten Shots At Taikoo

MATCH PLAYED ON WELL-SOAKED GREEN

Shanghai lost their second game in Hongkong yesterday afternoon when they travelled down to Taikoo. The game was played on a very heavy green, as it had been raining all morning and in the early afternoon.

Shanghai played Main as Skip with Bailey as No. 3 and Richards and Malcolm as 1 and 2 respectively. Taikoo played under the leadership of R. C. Wallace and on their home green they found the interporters quite easy victims.

The game opened in slow manner the heavy green troubling Shanghai much more than it did Taikoo. Richards was quite out of his place at No. 1 and Main as skip did not look so formidable as did Richards against the Yacht Club.

At the end of ten heads, Taikoo was leading by 11-9 but although they did not forge ahead by a big margin, they managed to stay in front. At the 17th head Taikoo was one point ahead, but managed to add a four in the eighteenth. Shanghai got one point in the nineteenth and Taikoo proceeded to take four points in the twentieth and a single in the last head to win by ten shots.

On yesterday's play, Stainson was outstanding for Taikoo and Drummond was brilliant from time to time. For Shanghai Richards and Malcolm were absolute ly out of their element in the heavy and wet green. Bailey was consistent throughout but he was inclined to be heavy while Main was on the whole uncertain of his shots, and might have prevented the two fours had he chosen to draw instead of driving his shots.

The score was as follows:—

SHANGHAI				TAIKOO			
Head	Shots	Total	Shots	Head	Shots	Total	Shots
1	1	1	1	1	1	1	1
2	1	1	2	2	1	2	2
3	1	1	2	3	1	3	3
4	1	1	2	4	1	4	4
5	1	1	2	5	1	5	5
6	1	1	2	6	1	6	6
7	1	1	2	7	1	7	7
8	1	1	2	8	1	8	8
9	1	1	2	9	1	9	9
10	1	1	2	10	1	10	10
11	1	1	2	11	1	11	11
12	1	1	2	12	1	12	12
13	1	1	2	13	1	13	13
14	1	1	2	14	1	14	14
15	1	1	2	15	1	15	15
16	1	1	2	16	1	16	16
17	1	1	2	17	1	17	17
18	1	1	2	18	1	18	18
19	1	1	2	19	1	19	19
20	1	1	2	20	1	20	20
21	1	1	2	21	1	21	21

U.S. BASEBALL

League Champions Beaten

New York Giants, National Baseball champions, and Washington Senators, American League holders, were both beaten yesterday in the concluding League programme for the season.

Results as cabled by Reuter were:

National League

	R	H	E
Chicago	7	4	0
St. Louis	1	6	0
New York	2	6	0
Brooklyn	5	8	0

Hutchinson hit a homer. Philadelphia 1-10. Boston 4-8.

Wally Berger hit a homer. Pittsburgh 7-11. Cincinnati 6-13. Pittsburgh 8-9. Cincinnati 5-9.

Game went to 10 innings.

American League

	R	H	E
Boston	5	12	0
New York	6	10	0

Babe Ruth hit a homer and pitched. Cleveland 3-8. Detroit 5-8.

Gehring hit a homer. Philadelphia 3-9. Washington 0-6.

Walberg pitched. Game went to 11 innings. St. Louis 1-5. Chicago 5-10.

BUFFALO BEAT COLUMBUS

New York, Oct. 2.

At one time led by 3 matches to 1 Buffalo are now on level terms with Columbus in the Little World Series at 3 matches all. Only one more match will be played.

Yesterday they won by 7 runs to 4. Reuter.

HOME FOOTBALL GOSSIP

The "Villa" Seeks An Amateur

FAMOUS CHELSEA PLAYER SEEKING TRANSFER?

FAMOUS "SOUTH"

WILL BOYT BEAT ALL? Name the finest "shot" in football and you start a riot. Stephen Bloomer, Andrew Wilson, Joe Smith, Andrew Cunningham, Tunstall, Houghton, Bastin, Bob Whittingham, Horace Barnes, Tom Johnson, and "Dido" Blackburn—there's a team of marksmen. Some "terrible" shots. Clem Stephenson, International of Aston Villa and Huddersfield, and now the Town's manager, knew them all. Yet he says of Wilfred Bott, the Yorkshire club's young outside right from Doncaster:—

"He is the best shot I have ever seen. Right or left foot; in the air or on the ground, it doesn't matter how the ball comes."

"He is a natural two-footed marksman, and doesn't know his best foot."

WINGMEN'S HOUR

As Clem Stephenson never plunges into print, Bott's shots must be hot-hot! He knows how to "get over" the ball when driving in order to keep it down. I am told that Liverpool gets a few goals by way of finding his feet he will be the season's sensation.

Well, he has his opportunity under the present off-side law, which has doubled the wing-man's scope. Witness Tunstall's four goals from the wing for Halifax a week ago. I never met Billy Meredith, the wonder Welsh wing-man, without hearing him murmur: "Oh, to be there now!"

Don't be surprised if Frank Beresford, the Doncaster inside-left, puts his name in the autograph album at Maine Road shortly.

Don't be surprised if in the near future you hear of a well-known Chelsea player asking his directors to place him on the transfer list.

Burke Does Work.—Oldham have made such a poor start that they must have visions of last season's nightmare recurring, but there's always a silver lining, and there is the discovery of a fine young centre-half in Burke, a Liverpool native, who was secured in the close season from Prescott Cables. Burke has shown his paces in the Central League side and shaped so well that his promotion was unusually quick. The result was that he got a chance against Southampton the other evening, and it was largely his defensive capabilities that kept Southampton's goals down to one.

Furness Is Hot Stuff.—Leeds have a master craftsman and born footballer in Furness, their inside-left, who was so good against Newcastle that he outshone acknowledged wizards like McMenemy and Richardson in the Tyne-side attack. Leeds have had innumerable chances to get a good figure for Furness, even when he has not always been a first-team regular but trust Dick Ray to know a good "un" when he sees one—and stick to him! Furness doesn't worry the scorer much—in 42 League games last season he only "offended" half a dozen times—but he's an Alec James in the making.

Keenor And His Merry Men.—It can safely be said without fear of contradiction that the surprise team of the year in the Northern Section is Crewe, who threaten to shock all the better-inclined clubs in the promotion race. We realise it is very early to talk of promotion; but, after all, the pacesetter has a big advantage, and Crewe happen to be the pacesetter this trip, don't they? You should ask Fred Keenor what he thinks about his boys—he is certain they will keep it up, because, as he says, "Everyone is a tiger to the last ounce of energy." So will it be Crewe, all pulling together splendidly, for the Big Voyage?

Newcastle are keenly interested in Norman Low, the Ashington centre-half. Norman promises to emulate the Soccer prowess of his father Will, for many years Newcastle's premier first.

All Manchester City's interests are not confined to Scotland. A Welsh outside-left, Baker, of Aberaman, is under notice.

The return to first team service of Ronnie Williams, the Swansea inside-right, was a signal for extensive Stoke observation.

Long, youthful back with Folkstone, who was with the Wolves last season, is fancied by Joe Smith, the Reading manager.

Manchester are still looking for a wing half among the Scottish juniors and have once again been watching Murray, the Cambuslang left-half.

Have A Bet On Betmead.—Some people are like a flock of sheep, and have assumed that because Glover, the Grimsby Town centre-forward, is in demand every one of the umpteenth managers who watched him at Bolton were, interested in the Welshman purely and simply. But we could tell you of one club that went with no idea of watching Glover, play, and not caring two hoots whether he was a success or a failure. The man this club were watching was Betmead, the Town's lengthy centre-half, who may not be the stylist but gets through an enormous amount of work and covers an amazing lot of ground.

Wigham Can Twig 'Em.—Don't be surprised to see Hartlepool get a big transfer fee for Jack Wigham, their clever inside-left, and again expect his removal bill to be all because, owing to his scholastic duties, he will move no further than the North-East. Middlesbrough and Sunderland are said to be interested, and a deal could be done right away if the player could have an undertaking that he would not be expected to leave the district.

Gurney's End (?)—Yorston's hat-trick for Sunderland against Stoke revives the old, old problem of whether the little Scot or Bob Gurney is the best centre-forward at the club's disposal. Gurney played inside to Yorston, but he is obviously a centre-forward, purely and simply, and wasted in any other position. One or two clubs are anxiously wondering whether it is worth while making an offer for Gurney or whether Sunderland will be content to keep Yorston for dry grounds and Gurney for the wet.

No One To Cover Mantle.—They are a sadly disillusioned lot in Chester, where they thought that the team would commence the season in a blaze of glory by carrying everything before them. So did everyone else, for that matter; but no one can foresee injuries, and it is no mere excuse Manager Charlie Hewitt is making when he says that the inability of the side to score in the last couple of games was largely due to the absence of centre-forward Mantle.

'Twas Ever Thus.—It is typical of our great game of football that whereas Swansea can do little right, two men they gave away (Tabram and Gunn) are helping more than anyone else in a Port Vale revival at Hanley. Tabram's praises we have sung, but now it is Gunn's turn. The man who could claim only two appearances in the Swans' League attack, scored both goals that won the match with Southampton, and, what is more is regarded as the most constructive forward the Vale have had for years.

ASTON VILLA WANT A LONDON AMATEUR

There is a young Welsh amateur forward, playing in London, in whom Aston Villa are taking the liveliest interest. Their representatives have already seen him play twice, and now, I hear, they have asked their star "scout" to look him over.

Leicester City are not well provided with reserves, but Albert Joseph, Wiggins, the Wembley-born centre-forward, has been converted to a full back, in developing time, I hear, by the club's scout, Jones, formerly of Clapton Orient, must regard Wiggins as a serious challenger for the left back position in the Leicester side. At present, however, Jones is playing so soundly that Leicester have no problem affecting the defence.

Up to 10-day Goddard was the only forward in the Queen's Park Rangers team who had not scored. Lots of other notable scoring centres had a like disaster, including Lane, of Watford, Coleman, of Arsenal, and Atwood, of Brighton and Hove.

Blame The Sun.—Just another argument for a later start for the football season, says Dave Prattice, Mansfield's new Scottish inside-right, who collapsed at tea last Saturday. A doctor gave a certificate that he, together with Livingstone, another Scottish import, had sustained slight sunstroke during the match with Hartlepool. Thousands left Field Mill keenly critical of the performance of both players, little suspecting the abnormal trick that the season had inflicted upon them.

One expects to hear next that a county cricketer has been frostbitten while taking his guard in a championship match.

Leeds Find Their Mistake.—It costs Leeds two points and four good goals against them at Blackburn before they realised they had

ADVERTISEMENTS

THE HONG KONG JOCKEY CLUB

THE TENTH EXTRA-RAOE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 7th OCTOBER, and on TUESDAY, 10th OCTOBER, 1933 commencing at 2.00 p.m. on both days. The First Bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they and their Ladies must wear their Badges prominently displayed. No One without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 per day for Gentlemen and \$3.00 per day for Ladies (Both including Tax) are obtainable through the SECRETARY upon the personal application of a Member, such Member to be responsible for all visitors introduced by him, and for Payment of All Chits, etc.

The Secretary's Office, 2nd Floor, Gloucester Building, (Tel. 97794), will close at 12 O'clock Noon on both days. Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.

On No Pretext will Children be permitted in either Enclosure during the Meeting. Tickets are obtainable at the Club House provided they are ordered from the No. 1 Boy in advance. Telephone 21930.

PUBLIC ENCLOSURE

The Price of Admission to the Public Enclosure is \$2.00 per day including for Tax, all Persons, including Ladies, and is payable at the Gate. Soldiers and Sailors in uniform are admitted Half Price.

Bookmakers, Tipsters, etc., will not be permitted to operate with in the Precincts of THE HONG KONG JOCKEY CLUB during the Race Meeting. By Order.

C. B. BROWN, Secretary. [1843] Hong Kong, 2nd Oct., 1933.

HONG KONG TRAMWAYS, LIMITED.

NOTICE—LOST CERTIFICATE—50 SHARES.

NOTICE IS HEREBY GIVEN that Certificate No. 11784 dated June 22nd, 1933, for 50 shares numbered 31493/31514 registered in the name of LAW HON YEE has been reported LOST OR DESTROYED AND NOTICE IS HEREBY ALSO GIVEN that unless the said Certificate is produced at the registered Office of the Company within THIRTY DAYS from the date of this notice the aforesaid CERTIFICATE No. 11784 in the name of LAW HON YEE will be deemed and declared CANCELLED AND OF NO EFFECT and an application lodged with the Company for the issue of duplicate certificate in respect of the said shares, will be proceeded with in the usual course.

HONG KONG TRAMWAYS, LIMITED.

W. F. SIMMONS, Secretary. Hong Kong, 28th September, 1933. [1931]

HONGKONG TRAMWAYS, LIMITED.

NOTICE—LOST CERTIFICATES—200 SHARES.

NOTICE IS HEREBY GIVEN that Certificates Nos. 11781 and 11782 dated June 22nd, 1933, for 200 shares numbered 38869/39068 and 39069/390198 registered in the name of MRS. CATHERINE PADEN BURNIE have been reported LOST OR DESTROYED AND NOTICE IS HEREBY ALSO GIVEN that unless the said Certificates are produced at the registered Office of the Company within THIRTY DAYS from the date of this notice the aforesaid CERTIFICATES Nos. 11781 and 11782 in the name of Mrs. CATHERINE PADEN BURNIE will be deemed and declared CANCELLED AND OF NO EFFECT and an application lodged with the Company for the issue of duplicate certificates in respect of the said shares will be proceeded with in the usual course.

HONGKONG TRAMWAYS LTD. W. F. SIMMONS, Secretary. Hongkong, 28th September, 1933. [1933]

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7th

OCTOBER,

1933

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IT'S A CRIME TO MISS

LADIES OF THE JURY

Edna May OLIVER

ROSCO ATES

ILL ESMOND KEN MURRAY



Competing in the Ladies Race last night she broke the record at the V.R.C. by returning 31 seconds.

on the turn itself and swimming perfectly straight came home a yard in front of Roza who swam crooked towards the end and lost some little distance, in this way.

The 440 Yards

Although there were two representatives on each side in the 440, virtually there were only two in the race and L. Roza Pereira of Hong Kong and F. Hadley of Shanghai drew all the attention when they started to move. The two stayed together over the first 350 yards, and while Pereira gained on the swimming, Hadley was far superior at the turn and thus things were equalised all the way until Pereira managed to get a little more out of his swimming

E. B. DA ROZA



By winning the Medley Race, he scored 5 valuable points for Hong Kong.

than he had hitherto done. He forged ahead, inch by inch and ultimately won by two and a half yards.

Fancy Diving.—Spectators were treated to a delightful exhibition by R. R. Duell of Shanghai in the fancy diving event, which he won. He appeared in a class by himself and was very deservedly given the verdict. O. Brosseau, his colleague finished third, while Ed. da Roza, the local champion finished second, giving 2 Hongkong.

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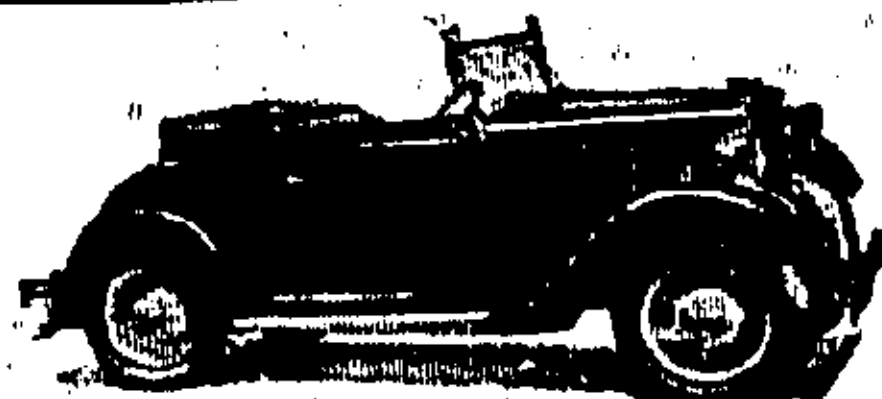
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SUPPLEMENT NO. 207

HONG KONG DAILY PRESS, TUESDAY, OCTOBER 3, 1933

11



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Date of opening of the new place will be announced later.

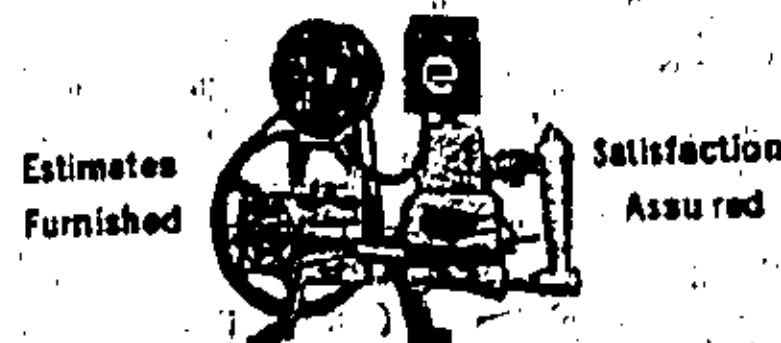
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The first consignment of Christmas Cards and Calendars has just arrived.

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25 words \$1.00 prepaid for 3 insertions.

K.C.C. PROSPECTS FOR THE CHAMPIONSHIP

Good Batting Side; But Bowlers Badly Wanted

(From Our Special Correspondent)

Last week, I wrote an article on the prospects of Club de Recreation in the second division of the cricket league this season. I should have really, started with Kowloon Cricket Club as they are the County Club of Kowloon, but I wanted to see more of their players, especially the new blood, before I did so, hence the late appearance of this article.

I want to congratulate the K. C. C. on their choice of their captain this season, for I do not think they could have done better than elect Frank Goodwin for that none-too-easy task. I say none-too-easy task because it is no sinecure to lead a cricket team, and I am not talking at random because I know from personal experience what it is like. The job is made even more difficult when one has to lead a team like the K. C. C. where there are so many people to choose from, and if anyone thinks it is not a difficult job to pick eleven men out of, say, sixty or seventy playing members, then let him have a shot at it!

But to return to the subject of the Kowloon team. Goodwin is fortunate to have a cricketer like E. C. Fincher as his "lieutenant", for Teddy is one who has had very wide experience in the game, but quite apart from that, his charming personality, and last but not least, his value to the team as a batsman and fielder, makes him a very desirable vice-captain.

So far as the batting is concerned, Kowloon will have to depend largely on the two Finchers, Stapleton, Willie Hung, F. A. Munn, and Norman Mackay to get the runs for them. Of these, Munn is the only new comer to the side, but in the two trial games in which he took part, he showed himself a batsman of no mean calibre. He will probably open the innings with Teddy Fincher, but it is rather too early to make any such forecasts.

I noticed that Ivor McInnes took part in the Hong Kong Cricket Club trial game last week-end, and as he has not figured in the two K. C. C. trials, I take it that he is playing for the Club this season. McInnes is an excellent all-round man and should find a place in the Club first eleven. His value as a bowler to Kowloon last year cannot be exaggerated.

In a conversation with one of their players the other day, I learnt that Kowloon will be going all out for the senior championship and if they are going to play the same team every week, I do not see why they should not be able to bring it off. Their weakness is in their bowling, for Goodwin and Burnett cannot be expected to do all the work. True, Hung and Ernie Fincher are useful change bowlers, but they want a really good fast bowler and a left hander. At their annual general meeting last week, Mr. R. E. Lindell, the chairman remarked that where Kowloon failed last season was in their bowling. The same applies to them this season, and unless they find two more reliable bowlers, I fear they will find it hard to get the other sides out in time, in an afternoon, to win their matches.

Kowloon juniors will be rather on the weak side, but they are such a sporting lot that everyone enjoys a game on their ground. I wonder if A. R. F. Raven will still be playing this season, for I can remember him turning out for the K. C. C. ever so many years ago, and he seems to be playing better and better every year. Some people remarked that he thrived on hitting the bowling sent down by some of the youngsters playing for the other clubs and from personal experience, I rather agree with them!

SURVEY WORK BY PLANE

British Machines For Spain and Australia

Announcement of orders for British aeroplanes which will be employed in important aerial survey work in Australia and Spain is further evidence of the trend towards general adoption of the airborne camera as the speediest and most efficient instrument in the preparation of accurate maps. In Canada, Latin America, Further India, Rhodesia and many other lands British survey planes have in past years proved beyond doubt the superiority of the aerial method. Tracts measuring hundreds of square miles have been photographed in quick time and at a fraction of the cost of ground survey; further, many regions which cannot possibly be surveyed from the surface—for example, the Sudd region of the Sudan—have been covered satisfactorily from the air.

Gold mining regions in Western Australia will be committed to plan from aeroplanes working under the direction of Major H. Hemming, one of the world's leading authorities on aerial survey, and his partners. Air photography will be applied in its latest form; in addition to the preparation of maps the geological formation of the region will be studied. All of the work will be controlled by radio from the operating base.

The areas to be surveyed extend over a distance of approximately 1,500 miles; they total some 88,000 square miles of country, much of it desert. From the aerial photographs, the geologists, aided by recent developments in aerial photography which enable geological faults and contacts to be discerned, will indicate the regions in which gold and other metals are likely to be found. Subsequently, careful survey of the indicated regions on the ground will check the results of the aerial work.

Twin-Engine Survey Planes
Admiral Sir Percy Douglas, who has recently retired from the post of Hydrographer to the Navy, is advising on the ground organization; he is responsible for the novel application of radio to air surveying, which will involve the use of motor lorries equipped with wireless apparatus to maintain contact

between the ground base and the aeroplanes. Wing Commander Laws, commandant of the School of Photography, Royal Air Force, will be manager of the survey expedition. Two Australian pilots, Captain O. W. Smock and Flight Lieutenant S. C. Campbell, will assist him when flying operations begin early next year.

Two specially equipped Havilland "Dragon" twin-engine planes have been ordered for the work. The cabin of each machine will be modified to meet the requirements of air survey flying; in addition to radio telegraphic and telephonic gear they will carry special navigation instruments and the latest types of electrically actuated and controlled cameras.

Mapping Spain.
Early next month the four "Fox Moth" light cabin planes concerned in the Spanish order will leave Stag Lane aerodrome near London to fly in formation to Spain. There they will be employed by the Government Topographical Survey Department. Even to-day, maps of Spain are poor and frequently wildly inaccurate. Much of the peninsula has never been properly charted, and the aeroplanes are expected to go far to provide for the first time good maps of areas which are almost little-known as many regions of central Africa.

The standard model of the "Fox Moth" has been selected, but the internal furnishing and equipment are planned to provide increased range and quick and comfortable handling of the air survey gear. Fitted with a single "Gipsy Major" 120 h.p. motor, the "Fox Moth" reaches a maximum speed, with full load on board, of 112 m.p.h. cruises at 90 m.p.h. and can climb to a ceiling of 11,500 feet above sea level. Handley Page automatic pilot, providing easy and effective control at all points of the speed range, of the aeroplanes are fitted to the wings. Each craft is painted in scarlet and silver. The fuel tank is augmented by the addition of a fifteen-gallon tank fitted in the cabin in the space usually occupied by luggage; with this and the

JUNK COOLIE SENTENCED

Sequel To Stabbing Affray

The case in which Tsang Siu and Lo Yin, cargo junk coolies, were charged with injuring Wong Yat fook of the Kowloon Godown lighter No. 70, with a chopper, was heard before Mr. Batters at Kowloon Magistracy yesterday.

Mr. P. T. K. Kemble, of Messrs. Wilkinson & Grist, who prosecuted, asked that the charge against the second defendant be withdrawn as there was hardly any evidence against him.

Complainant said that on the early morning of September 28 he was asleep in the cabin of the lighter when he was awakened by a commotion in a boat which lay alongside his boat. He went on deck and found that the rope tying up the boats had been severed. As he bent down to retie the rope defendant struck down at his shoulder with a chopper.

Defendant admitted using the chopper but said that he was attacked first. Five or six men came at him and he used the knife, striking complainant with it.

Questioned about the commotion, witness said it was a quarrel between the folks of the cargo junk and a sailor on his lighter.

Corroborative evidence was given by Tsang Ma, the sailor, who said he witnessed the assault.

Speaking from the dock, defendant said the quarrel had started because the complainant's lighter had no fenders. He asked them to put some out, and they set on him. There being too many for him, he ran away.

Lo Yin, the second defendant, corroborated defendant's statement as to being attacked by the crew of the lighter, but said he did not know whether the defendant had chopped complainant or not—he might have.

His Worship, remarking that there was no doubt owing to his own admission that defendant did use the chopper, sentenced him to six weeks imprisonment.

CHINESE PEWTER OLD AND NEW

Exhibition At Komor's

We have heard of pewter articles made over 250 years ago in England and Germany. In those days every article was turned by hand and ornamented by hand engraving or chiselling.

Long before the European countries learned the art of working pewter, Chinese emperors employed Pewter Artists to decorate tea-pots, chow dishes, wine bottles and so on, used in their homes. These pewter workers handed their secret process of making and ornamenting pewter from father to son, and China has never produced a very large quantity, as there were only a few families that understood how to work this material.

For this reason, genuine old Chinese pewter, hand decorated or inlaid with Chinese semi-precious stones, has a very great ornamental and collectors' value.

Messrs. Komor & Komor, who are now holding an Exhibition of new pieces, Antimony (Modern pewter), have a few Old Chinese pieces to show, that are very interesting, as representative pieces of this ancient art.

The new process antimony is not expensive and it is worth while to see this Exhibition, as it is the first time that this new industry is making a bid for large turnover, at very low prices.

standard 25-gallon tank full the aeroplane has a range in still air of 800 miles. The photographer sits in a swivelling chair in the centre of the cabin, and is thus enabled to move quickly from one position to another. When photography is not going this chair slides backwards and sideways to a position where it can be locked beside a second permanent seat. The pilot's cockpit, aft of the wings and separate from the cabin, though interconnected, is possible through a porthole, is fitted with manually operated flying instruments, including a specially sensitive "rate of climb" indicator, designed to assist the pilot in maintaining accurate level flight. A plate glass window in the floor of the cockpit enables the pilot to view the ground over which he is flying.



The new lotus are in at THE JADE TREE, ready for the sending of this first Christmas boxes home! See the new central sets—a perfect gift for \$3.00. Delicate finger towels, of the softest of linen, that can be tucked into a little for that friend whom you want to remember with some delicate trifle.

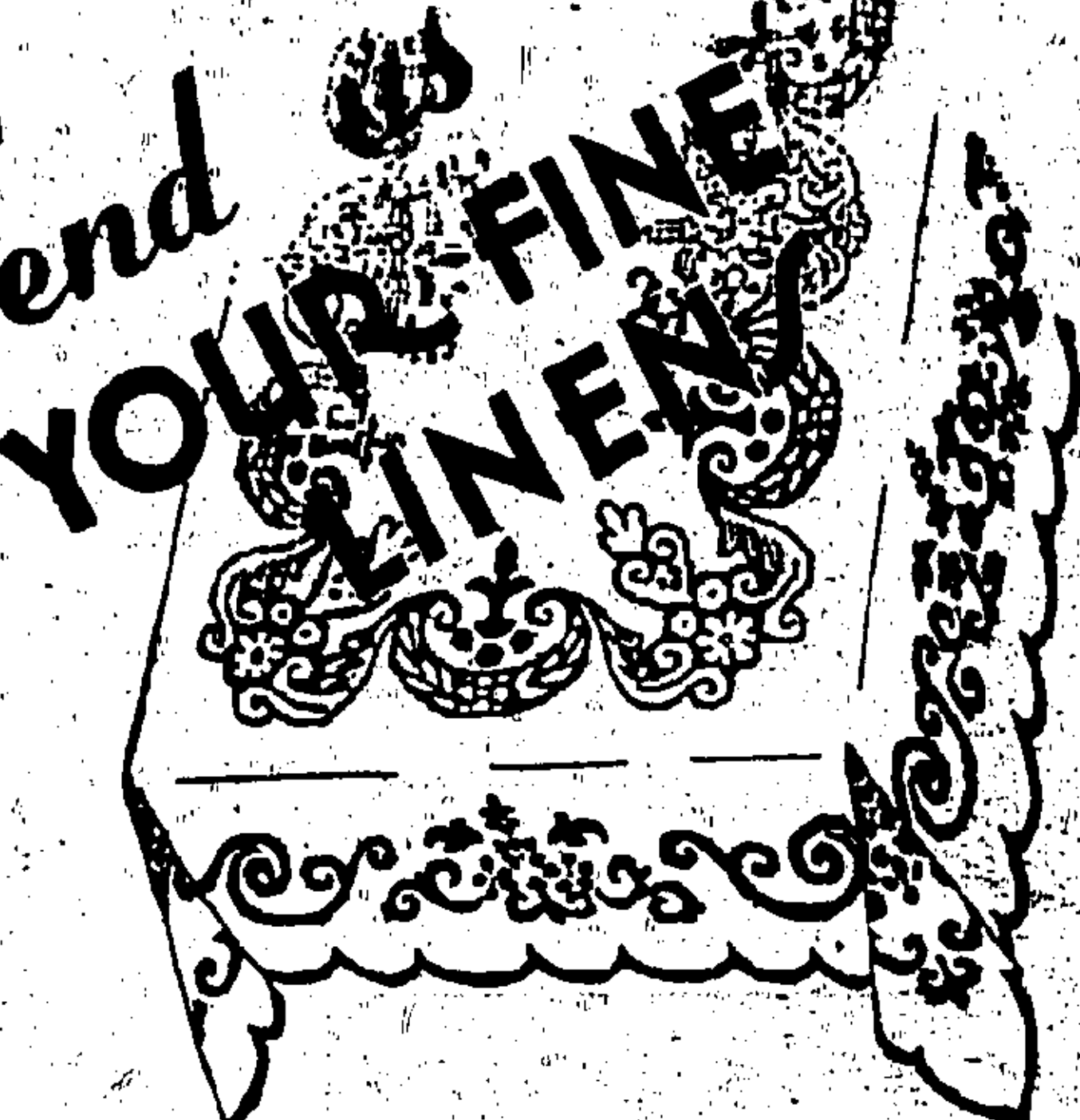
In the children's department of THE JADE TREE, there are some very sweet little frocks in new silk and crepe de chine.

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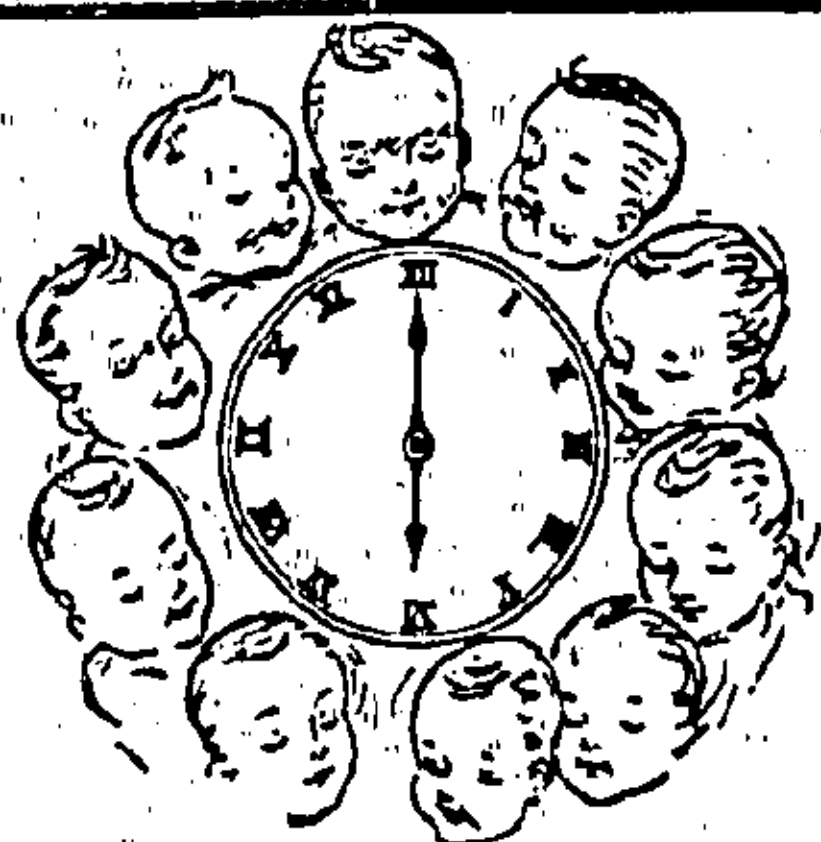
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TWO GREAT FRENCH AVIATORS



Maurice Rossi And Paul Codos

We have received from a French correspondent the following tributes to two great aviators of France, Paul Codos and Maurice Rossi.

PAUL CODOS

Paul Codos is a stout fellow, living simply and modestly like all his comrades. His constant good humour is proverbial. He is always smiling but he knows what he wants and what he wants he gets.

He has brought honour to the Air Union, to the pilots of the line, to the Association of professional aeronautical navigators, and to French aviation.

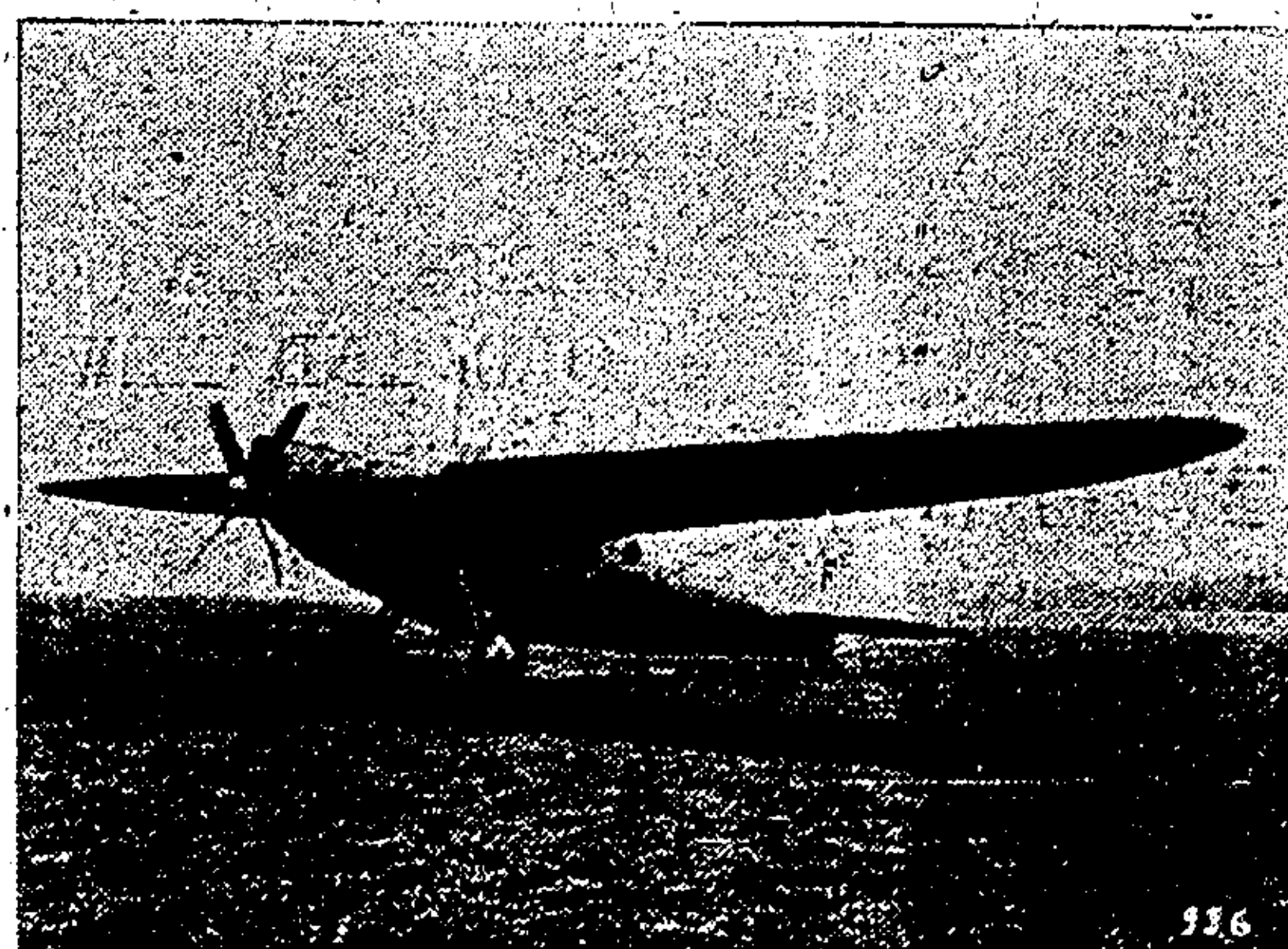
Codos has just beaten the greatest of world's records, that of the non-stop long distance flight from New York to Rayah.

MAURICE ROSSI

Born in 1901, Maurice Rossi is 5 years younger than Codos. He got his commission in 1919. It was in 1927 that Rossi made his debut in great flights. We think that shortly a permit will be issued to this star pilot to shine anew, and he will probably be leaving from New York, in the direction of Baikal.

An amateur, Rossi made his name by a Paris-Lisbon-Paris non-stop flight, with Rignot as navigator, in 1927.

Then a Paris-Athens hop; another Paris-Athens hop; a Cas-



The plane in which Codos and Rossi made their long distance record flight from Paris to New York.

Codos studied with Rossi leaving nothing to chance, and examining very carefully the particulars of the four routes which were open to him.

Then he arrived at New York—one knows how he returned.

This pilot of 37 is one of the greatest aces ever known. A perfect pilot and an adept navigator, he is one of the first pilots who has obtained the distinction of "navigator." He looks like becoming the chief pilot of a company who have given us an admirable band of pilots.

On his return to France Codos will resume his rank amongst the aviators of the line. What better example can one give to those who hesitate to fly?

Before long Codos will think of a new flight, a new record. And this will be for French aviation a jewel to add to a collection of glory already great.

blanca-Paris flight and a tour round France of 3,600 kilometres in 30 hours. Then a great flight to Indo-China with Li Brin; a landing in the forest at night, using a parachute which worked badly, and incurring injuries which necessitated some months in hospital. But the strong optimism of Rossi is not so easily shaken. Now that he is recovered he does not think of anything but new flights and new records.

Altitude and endurance records were broken in 1931: 8,800 Km. in 76 hours, after eight fruitless attempts, which, illustrate, however, the tenacity and patience of the new record-holder, a little later the new distance record went to him—10,601 Km.

This great player has all the virtues one loves in the red champions—tenacity, competence, and professional knowledge.

Always modest, Maurice Rossi will return to France just as he left, but with a new record to his credit.

THE CHEER-O CLUB

\$8,250 Already
Subscribed

So far a sum of \$8,250 has been subscribed towards that excellent object the new Cheer-O Club for service men. We give below a special appeal signed by Lady Peel, the chairman of the Finance Committee and Messrs. A. Brerley and

Tang Shui Kin, the joint Hon. Secretary.

The appeal is as follows: As a result of the recent Meeting held at Government House it has been decided to open a Public Subscription list for donations towards the cost of providing new Premises for the Cheer-O Club. The Hong Kong Government has kindly offered a valuable site adjoining Beaconsfield Arcade at a nominal rent provided that a building is erected thereon costing not less than \$25,000. It is estimated that a suitable

building cannot be erected for less than \$30,000 and a further \$5,000.00 will be required for equipment.

The good work carried on at the old Club is recognised by all and there is no doubt that it was a great help to the Navy and Military units whilst stationed at this Port. We now make an earnest appeal to everyone to support this worthy object to the best of his or her ability and enclose herewith a subscription list which we shall be obliged if you will circulate amongst the whole of your Staff.

Donations may be sent to Mr. A. Brerley c/o The Chartered Bank of India, Australia and China or to Mr. Tang Shui Kin c/o The Tang Fuk Bank, 171 Queen's Road Central and cheques should be made payable to the Cheer-O Club Fund.

THE CHEER-O CLUB FUND

The following donation up to 2nd October, are acknowledged:—

H. E. The Governor	\$ 250.00
Hongkong & Shanghai Banking Corporation	\$2,000.00
His Honour Mr. & Mrs. J. R. Wood	250.00
Sir H. E. Pollock	250.00
Mr. & Mrs. C. G. N. Tinson	150.00
The Hon. Mr. D. W. Treatman	100.00
Mr. & Mrs. H. H. Priestley	100.00
H. R. Sturt	100.00
Mr. & Mrs. D. Jenkins	50.00
CHINESE SECTION	
Tang Shui Kin	\$1,000.00
Ng Wah	1,000.00
Ho Kam Tong	500.00
Leung Pat Yue	500.00
T. N. Chan	500.00
Mak Kan Sang	500.00
Kwok Siu Lau	500.00
C. Ah Ying	500.00
	\$8,250.00

CONSIGNEE NOTICES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LIMEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENNEVIS."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd October, will be subject to Sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th October, or they will not be recognised. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 4th October, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All Claims must reach us before the Thursday, 26th October, 1933, or they will not be recognised.

No Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents, Hong Kong, 28th Sept., 1933. 11830

CONSIGNEE NOTICES.

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES

THE Motor Vessel "SAUERLAND" having arrived from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are hereby landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed. Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the Thursday, 5th October, will be subject to Sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 4th October, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

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— (HAL) M.S. "DUISBURG" 8th Oct.

— (HAL) S.S. "FRIEDRICH" 16th Oct.

— (NDL) S.S. "TRIEB" 24th Oct.

— (HAL) M.S. "SAUERLAND" 29th Oct.

5th Oct. (NDL) S.S. "DONAU" 5th Nov.

18th Oct. (HAL) M.S. "VOGTLAND" 16th Nov.

SAILINGS TO EUROPE

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Genoa, Barcelona, Rotterdam, Hamburg

Marseilles, Rotterdam, Hamburg

Genoa, B'ona, Lisbon, Dover, A'dam, B'dam, H'burg, Bremen

Genoa, Rotterdam, Hamburg

Marseilles, Oran, A'dam, B'dam, H'burg, Bremen

Genoa, Rotterdam, Hamburg

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DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

MONDAY, OCTOBER 2.							
Buyers	Sellers	Size	Nominal	Buyers	Sellers	Size	Nominal
Banks							
\$1,810			H.K. Banks				\$1,810
			Do. (London)				
			Chartered Banks				
			Mercantile Bks.				
			Do. "C"				
			Bank of East Asia	\$104			
			N. O. & S. Banks				
			Am. O. Fin. Corp. S.				
			Ch. Fin. Corp. Ord. S.				
			Do. Pref. S.				
Insurance							
\$320			Canton Insurance				\$327 1/2
			Underwriters				\$270
\$68			Union Insurance				\$580
			China Fire				\$580
			H.K. Fire				\$580
			International Assoc. S.				
Shipping							
\$32 1/2			Douglas				\$34
			Steamboats				\$18
			Indos (pref.)				\$30
			Do. (del.)				\$35
			Shells				\$56 1/2
			Watsons				\$15
Mining							
\$1.15			Antamoks	\$1.10	1.17 1/2		
			Balates				
			Baguio Gold				
			Benguet Consolidated				\$43
			Do. Exploration				
			Do. Goldfield				
			Big Wedge				53 cts.
			Gold Creek				
			Ipo Mining				
			Itogons				
			Kallans				25/-
			Langkats (single) S.				\$18
			Explorations S.				\$42
			Shanghai Loans S.				\$62
			Raubs				\$12.70
			Trench Mines S.				\$17 1/2
			Venezuela Gold Field				
			Docks, Wharves, Godowns, etc.				
			H.K. & K. Wharves				\$123
			Provident (old)				\$32
			Do. (new)				\$1.40
			H.K. & W. Docks				\$17
			S. China Motors "A"				\$24
			Do. "B"				\$148 1/2
			Shanghai Docks S.				\$18
			New Engineering S.				\$148 1/2
			Hongkows S.				
			Lands, Hotels, and Buildings				
			H.K. Hotels				\$7
			H.K. Lands S.				\$80
			Shanghai Lands S.				
			Metropolitan Lands				\$8
			H.K. Realities				\$15 1/2
			China Do				\$137
			Do. Debutantes S.				\$137
			Humphreys				\$137
			New Asia Hotel				\$42 1/2
			Asia Realities "A" S.				
			Do. "B" S.				
			Chinese Estates				
			Cotton Mills				
			Ewos				\$14.70
			S'hai Cottons S.				\$109
			Zong Sing S.				\$114
			Wing On Textiles (S.)				\$80
			Public Utilities				
			Tramways				\$22 1/2
			Peak Trams (old)				\$15
			Do. (new)				\$74
			Star Electric				\$82
			Yanukai Ferries				\$23
			China Lights (old)				\$11.70
			Do. (new)				\$11.40
			H.K. Electric				\$77 1/2
			Macao Do				\$23
			Sandakan Lights				\$104
			Telephones				\$34 1/2
			China Buses S.				\$11
			Tractions				9/-
			Do. (pref.)				10/-
			Industrials				
			Malabon Sugars				\$15
			Caldbeck, (ord.) S.				\$31
			Mogore (pref.) S.				\$19 1/2
			Canton Iron				\$3
			Cements (comb.)				\$2.80
			Do. (old)				\$31
			Do. (new)				\$31
			Ropes				\$7 1/2
			Miscellaneous				
			Dairy Farms				\$29 1/2
			Der A. Wings				\$1
			Amusements				\$10
			Ch. Entertainment				\$10 1/2
			Constructions (old)				\$31
			Do. (new)				\$31
			Lane Crawfords				\$3.90
			MacKinnon				\$21
			Nanyang Tobacco				\$134
			Sincere				\$84
			Watsons				\$2.10
			Wm. Powells				\$10
			M. Greyhounds				\$1 1/2
			S. C. Enterprises				\$3
			United Theatres S.				\$1
			B. Ind. G. Bonds				77 1/2
			H.K. Govt. Loans				\$108 1/2
			Wallace Harper				\$8
			H.K. Wing On				\$170
			S'hai Do				\$140

THE EXCHANGE MARKET

MESSRS. ROZA BROS. REPORT

Messrs. Roza Bros. have forwarded us the following exchange market report for yesterday:—
The price for Ready Silver was unchanged over the week-end. The Forward rate rose 1/16, quotations being 18 1/16 and 18 1/8 respectively. Silver advices reported the market as being quiet. The tone was steady.
New York advices reported the opening rate at 4 7/8 and the closing rate at 4 7/8. The tone was steady.

Market.
The tone was inclined to firmness during the early part of the morning but later eased off slightly.

Sterling.
The market opened with sellers at 1/54, buyers bidding 1/55 1/16 at which rate a small business was done for near delivery followed by transactions at 1/55 1/32 for October and second half October. The market closed at lunch time with sellers at 1/55 1/32 October and 1/55 1/16 November, buyers at 1/55 1/32 October and 1/55 1/16 November.

U.S. Dollars.
Business was done at 34 1/2 for near delivery. The market closed at lunch time with sellers at 34 1/2 October and 34 7/16 November, buyers at 1/8 higher respectively.

Yen.
Merchants were quoted at 120 1/2 for near delivery.

Shanghai Dollars.
Shanghai dollars were quoted at 11 1/2 for cash.
Shanghai.
Early advices indicated the market as being firm with business done at 1/3 1/16 for October delivery. Subsequently the market eased off and buyers were indicated at 1/3 1/16 for near, sellers at 1/3 1/16 October.

IN THE AFTERNOON.
The market was easier in the afternoon.

Sterling.
In sterling business was done at 1/54 for near delivery, finishing with buyers at 1/55 1/32 and probably 1/54 near, sellers at 1/55 1/32 October and 1/54 November.

U.S. Dollars.
Business was done at 34 1/2 for near delivery. The market closed with sellers at 34 1/16 October, buyers at 34 5/16 for near delivery.

H.K. STOCK MARKET

YESTERDAY'S OFFICIAL QUOTATIONS

The market continued to be restricted to-day, but rates, on the other hand, are being well maintained, the only alteration was in Hong Kong Trams, which have moved up to \$22 1/2.
The mining section was fairly active, shares of this class being acquired for at quotations.

Sales.
Union Insurance \$575.
Antamoks \$120/1.17.
Baguio Gold 97 cts.
Big Wedge 83 cts.
Realities \$7.85.
Cements (Combined) \$3.90.
S.C. Enterprises \$14.
Government Loans 4 per cent. Premium.

Buyers.
Hong Kong Banks \$1.815.
Canton Insurance \$320.
Union Insurance \$570.
Douglases \$33.
Baguio Gold 93 cts.
Benguet Consolidated \$42 1/2.
Benguet Explorations 50 cts.
Benguet Goldfields 30 cts.
Big Wedge 51 cts.
Raubs \$12.30.
Wharves \$123.
Ewo Cottons Sh. \$14.30.
Hotels \$3.90.
Hong Kong Lands \$78 1/2.
China Trams \$22 1/2.
China Lights (Old) \$11.55.
Electric \$7 1/2.
Telephones \$34.
Dairy Farms \$29 1/2.
Constructions (New) 95 cts.
Government Loans 4 per cent. Premium.

Sellers.
Humphreys \$12 1/2.
S.C. Enterprises \$14.

CANTON SILK MARKET

From the Kwangtung Raw silk Testing Bureau, Department of Reconstruction, Canton, China:—
Canton Quotations, September 30.
Extra O.S. 15/15, H.K. \$38.50.
Small Extra O.S. 15/15, H.K. \$38.50.
Crack N.S. 14/16, H.K. \$47.50.
(Continued on next column.)

MONEY AND MARKETS

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE.)

On	Sterling Parity	Sept. 28	Oct. 1
Amsterdam	13.10 Florins	7.75	7.74
Athens	378 Drachmas	585	585
Belgrade	278.316 Dinars	230	230
Berlin	20.43 Marks	13.09	13.08
Bombay	1s. 6d. per Rupee	1/6 3/8	1/6 3/8
Brussels	35 Belgas	22.39 1/2	22.31 1/2
Bucharest	813.568 Lei	530	527 1/2
Buenos Aires	47.853 per Peso	44 1/2 O.R.	44 1/2 O.R.
Copenhagen	16.159 Kroner	22.40	22.40
Geneva	23.23 Francs	18.11	18.05 1/2
Helsingfors	193.23 Marks	226 1/2	226 1/2
Hongkong	100 Escudos	1/5 3/16	1/5 3/16
Lisbon	20.46 Escudos	37 1/2	37 1/2
Madrid	20.46 Escudos	37 1/2	37 1/2
Milan	20.46 Lire	50 5/16	50 5/16
Montevideo	50.884 per Peso	37 Nom.	37 Nom.
Montrab.	4.867 Dollars	4.85	4.84 1/2
New York	4.867 Dollars	4.71 1/2	4.73 1/2
Oslo	18.159 Kroner	19.90	19.40
Paris	124.21 Francs	79 25/32	79 15/32
Prague	184.23 Kronen	(Missed)	140 1/2
Rio de Janeiro	28.534 per Gold	48 O.R.	48 O.R.
Milreis		1/3 1/2	1/3 1/2
Shanghai	18.159 Kroner	19.40	19.40
Stockholm	34.584 Schillings	29	29
Vienna	24.534 per Yen	1/2 3/16	1/2 3/16
Yokohama		18 7/16	18 7/16
Silver (spot)		18 1/2	18 1/2
Silver (forward)		100 1/2	101 3/16
War Loan		7 1/2	7 1/2

Closing Quotations

October 2, 1933.		ON SHANGHAI:—	
ON LONDON:—		On Demand	10 1/2
Telegraphic Transfer	1 1/2	ON KOBE:—	
Bank Bills, on demand	1 1/2	On demand	11 1/2
Bank Bills, 4 months	1 1/2	ON MANILA:—	
Credits, 4 months	1 1/2	On demand	57 1/2 wcn
ON NEW YORK:—		ON SINGAPORE:—	
Bank Bills, on demand 3 1/2 nom		On demand	80
Credits, 60 days' sight, nom		ON BATAVIA:—	
ON PARIS:—		On demand	14 1/2
Bank Bills, on demand 5 1/2		ON SAIGON:—	
Credits, 4 months' sight 5 1/2		On demand	68 1/2
ON INDIA:—		ON BANGKOK:—	
Telegraphic Transfer	93 1/2	On demand	132
Bank, on demand	93 1/2	SOVEREIGNS, Bank Buying	
		Rate	1/5 3/16
		BAB SILVER, per oz.	18 7/16

OPTIMISM IN GREAT BRITAIN

Revenue, Unemployment, Trade, Wages And Securities All Improving

(Special All-Mail Service.)

London, Sept. 12.
Britain's Treasury balance already £38,000,000 to the good this year—Stock Exchange securities rising—unemployment figures going down—railway receipts mounting—there is every indication that the country is moving forward to prosperity; and, with no signs of a reverse, there is every prospect that the next Budget will bring further encouragement in the form of a shilling cut in income tax.

Reports received by the Chancellor of the Exchequer from the Treasury officials indicate that there is a better time coming for British taxpayers.
In the five months since the Chancellor submitted his last Budget, the Exchequer revenue has increased by £8,000,000, while the expenditure has gone down by £2,000,000.

In less than half the year, therefore, the balance-sheet has improved to the extent of £38,000,000, and by the end of the financial year, Treasury experts anticipate that the improvement will have mounted to £50,000,000.

Extra Extra 20/22, H.K. \$43.5N.
Waste N.S. Open, H.K. \$95N.
Yokohama Quotations, September 30.
Spot, Yen 300.
Bourse 6 Months, Yen 779.

In addition to this, reduced unemployment is lowering the cost of relief that will fall on the Exchequer in future, and companies that have been losing money for the last few years are now beginning to pay dividends again, so that the yield from income-tax next year is expected to show an increase.

In view of these facts and the generally more cheerful outlook, the Chancellor is said to be planning to please his supporters by announcing a shilling off the income-tax in his next Budget.

Other reports bear out the view that the country is getting richer again, and that the worst of the slump is over.

Stock Exchange securities during the past month went up in value by £83,000,000.

Wages went up in the last month's return compiled by the Minister of Labour, at a rate equivalent to £40,000 a year, after they had been falling almost uninterruptedly for years.

Unemployment has been reduced in the past month by 30,000.

In view of all these facts, Treasury officials are confident that Mr. Chamberlain will be able to announce his shilling reduction in income-tax when he introduces his next Budget.

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MONTHLY CARGO AND PASSENGER SERVICE

M.S. "SELANDIA" Sailing on or about

For SAN FRANCISCO, etc. 16th OCT.

via Shanghai

CARGO AND PASSENGERS ACCEPTED FOR

SHANGHAI, SAN FRANCISCO, VANCOUVER,

SEATTLE, LOS ANGELES, ETC.

THROUGH BILLS OF LADING ISSUED TO

OVERLAND POINTS.

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Passenger fares Hongkong/San Francisco from \$8.120 (1st class only)

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To SAN FRANCISCO 19 Days via Shanghai, Kobe, Yokohama, Honolulu. To VICTORIA, SEATTLE 17 Days via Shanghai, Kobe, Yokohama.

Fortnightly sailings
Pres. Coolidge...Oct. 10, Midnight
Pres. McKinley...Oct. 24, Midnight
Pres. Hoover...Nov. 7, Midnight
Pres. Taft...Nov. 21, Midnight
Pres. Coolidge...Dec. 5, Midnight
Pres. Pierce...Dec. 19, Midnight

Fortnightly sailings
Pres. Jackson...Oct. 13, Midnight
Pres. Jefferson...Oct. 27, Midnight
Pres. Cleveland...Nov. 10, Midnight
Pres. Jackson...Nov. 24, Midnight
Pres. Jefferson...Dec. 8, Midnight
Pres. Jackson...Dec. 22, Midnight

ROUND TRIP FARES TO EUROPE & AMERICA.
Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada. Liberal stop-over privileges for

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SERVICE

EMPRESS OF ASIA

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for

MANILA

CANADIAN PACIFIC

THE WORLD'S GREATEST TRAVEL SYSTEM.



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

CHICHIBU MARU ... Wednesday, 4th Oct., at 10 a.m.

TATSUTA MARU ... Wednesday, 18th Oct., at 10 a.m.

ASAMA MARU ... Wednesday, 1st Nov., at 10 a.m.

SEATTLE & VANCOUVER.

HIKAWA MARU ... (Starts from Kobe) Saturday, 21st Oct.

HIYE MARU ... (Starts from Kobe) Saturday, 11th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo and Suez.

KASHIMA MARU ... Saturday, 14th Oct.

YASUKUNI MARU ... Friday, 27th Oct.

HARONE MARU ... Saturday, 11th Nov.

SYDNEY & MELBOURNE via Manila and Ports.

KAMO MARU ... Saturday, 21st Oct.

KITANO MARU ... Saturday, 25th Nov.

BOMBAY via Singapore, Penang and Colombo.

TANGO MARU ... Wednesday, 11th Oct.

+ PENANG MARU ... Sunday, 29th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los

Angeles, Mexico and Panama.

RAKUYO MARU ... Wednesday, 8th Nov.

NEW YORK via Panama.

+ TOBA MARU ... Monday, 9th Oct.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus,

Genoa and Valencia.

+ LIMA MARU ... Sunday, 15th Oct.

CALCUTTA via Singapore, Penang and Rangoon.

+ NAGATO MARU ... Sunday, 8th Oct.

+ MORIOKA MARU ... Sunday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.

+ AKITA MARU ... Thursday, 5th Oct.

SUWA MARU ... Sunday, 15th Oct.

KITANO MARU (Nagasaki direct) ... Friday, 30th Oct.

+ Cargo only.

For further information, apply to:—

NIPPON YUSEN KAISHA.

Telephone 30291. (Private exchanges to all Dept.)



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port-Said.

CHENONCEAUX ... 10th Oct.

D'ARTAGNAN ... 24th Oct.

ATOS II ... 7th Nov.

ARABIS ... 21st Nov.

ANDRE LEBON ... 5th Dec.

FELIX ROUSSEL ... 19th Dec.

PORTHOS ... 2nd Jan.

To SHANGHAI.

D'ARTAGNAN ... 10th Oct.

ATOS II ... 24th Oct.

ARABIS ... 7th Nov.

ANDRE LEBON ... 21st Nov.

FELIX ROUSSEL ... 5th Dec.

PORTHOS ... 19th Dec.

CHENONCEAUX ... 2nd Dec.

We can issue Through Tickets to Egypt, Syrian Ports, East

Africa, Madagascar by Transshipment on our Mail Steamers at

Port Said or Djibouti.

For Full Particulars, apply to:—

Messageries Maritimes.

To telegrams 30291.

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.YESTERDAY'S FREIGHT
RETURNSIMPORTS 8,800 TONS;
THROUGH CARGO
3,300 TONS.The returns, shown at the Har-
bour Office of vessels carrying
cargo to the Colony during the 24
hours ended at 9 a.m. yesterday
were:—

British	Cargo for Through	H.K. Ports.
Liangchow, Hoihow	985	120
Haining, Swatow	410	—
Danish	1,395	120
Niel Mausk, Shanghai	1,260	2,558
Norwegian	1,280	2,558
Fingal, K. S. Chang	3,000	—
Portuguese	3,000	—
On Choo, K. C. Wan	220	—
Chinese	220	—
Shanmi, Eng Lee	35	—
Swatow, Yuan On	900	—
Canton	—	661
Total	935	661
Total	6,810	3,339

ASIATIC DECK PASSENGERS.

The following vessels brought
Asiatic deck passengers to the
Colony during the 24 hours ended
at 9 a.m. yesterday:—

Liangchow (British), Hoihow	133
Haining (British), Swatow	232
Fingal (Norwegian), K. S.	12
Chang On (Chinese), Shanmi	33
Yuan On (Chinese), Canton	145
Total	574

ARRIVALS AND DEPARTURES.

The arrivals and departures
during the period under review
were:—

British	Arr.	Dep.
American	2	3
Danish	1	0
Norwegian	1	1
Portuguese	1	1
Japanese	0	2
Chinese	3	0
Total	8	8

SHIPS IN HARBOUR.

The following merchant ships
were in harbour yesterday:—

Wharves.

Kowloon:—Vinehoor.
China Merchants:—Yuan On.
Jardine Matheson's:—Foshing.
Douglas LaPraik:—Haining.
Saikong:—Wing On.
Chiu On:—Hydrangea.

Docks.

Kowloon:—Hang Sang, Silver-
yew, Marley.
Taikoo:—Teau, Sandviken, Tali-
chee, Hoi Sui, Chichibu Maru,
Kalgan.

Buoys.

No. A2.—Shantung.
No. A5.—Kweichow.
No. A6.—Seattle Maru.
No. A8.—Seattle.
No. A7.—Tjisadane.
No. A8.—Laomedon.
No. A9.—Sanyo Maru.
No. A12.—O. St. Francis.

ARRIVALS

October 1.

Kaitangata, British str., 1,303 tons,
Capt. J. Crosthwaite, from
Keelung, Yaumati.—Williamson
and Co.
Liangchow, British str., 1,220 tons,
Capt. E. W. Richards, from
Hoihow, buoy No. B14.—B. and
S.
Niel Maersk, Danish str., 3,168
tons, Capt. S. M. Andreasen,
from Shanghai, Stonecutters—
Jensen and Co.
Shantung, Swedish str., 3,693 tons,
Capt. W. E. Bergerud, from
Shanghai, buoy No. A2.—Gil-
man and Co.
Siberet, Dutch str., 1,011 tons,
Capt. W. F. Th. Bryl, from
Canton, Yaumati.—J.C.J.L.
Tjisadane, Dutch str., 5,780 tons,
Capt. J. J. Blankert, from
Amoy, buoy No. A7.—J.C.J.L.

October 2.

Cape St. Francis, British str., 2,170
tons, Capt. A. S. Gordon, from
Hoihow, buoy No. A12.—Kwong
Nam and Co.
Fingal, Norwegian str., 1,244 tons,
Capt. H. E. Hansen, from
Bangkok, buoy No. B8.—Sheung
Lee.
Foo Shing, British str., 1,423 tons,
Capt. R. C. Thompson, from
Swatow, West Point Wharf.—
J. M. and Co.
Heinan Maru, Japanese str., 2,710
tons, Capt. Kemma, from Miki,
buoy No. A11.—M.B.K.
Laomedon, British str., 2,273 tons,
Capt. Evans, from Shanghai,
buoy No. A8.—B. and S.
Ou Choo, Portuguese str., 322 tons,
Capt. G. A. de Souza, from K.
C. Wan, buoy No. B4.—Wo Hop
and Co.

If civilisation escapes its other
perils, I should fear little the final
reign of the machine.—The Presi-
dent of the British Association.
Increasing age makes physical
adventures in Wonderland more and
more difficult.—Mrs. Hargreaves
("Alice").

No really up-to-date motor-cyclist
would thank you for a reasonably
silent machine, and the police evi-
dently enjoy its cheerful explosions.
—Dr. Alfred Cox.

Leaders are never elected.—Com-
mander Kenworthy.

If we wish to avoid a bloody re-
volution we must take care that the
Socialists don't get into power.—
Mr. W. R. R. R. M.P.

The policy of preparing for a
working-class dictatorship is the
surest way to a capitalist dicta-
torship.—Mr. F. W. Jowett.

Break the connection with Eng-
land and break your own back.—
Canon McHugh, P.P.

The muskrat looks like creating
that increased demand for British
goods and labour which, according
to the latest theories, is our one
hope of economic salvation.—Mr.
M. A. C. Hinton.

Lord Grey was probably more re-
sponsible for the defeat of Germany
than any other man.—Mr. James
W. Gerrard.

There is so much natural beauty
in England that we should have to
put up a lot of grid lines before
they began to spoil it.—Mr. J. W.
Beauchamp.

SOUTH CHINA
MOTORSHIP

Last Year Loss \$91,000

Presiding yesterday morning at the
Third Annual Meeting of the South
China Motorship Building and Repair-
ing Works, Ltd., Mr. P. M. Hodgson
reported a net loss on the year's
working of \$91,418.72.

Those present were: Mr. P. M.
Hodgson, Messrs. H.H.H. Priestley, T.
Martin, J. M. Noronha and Ho Kwong
(Directors), D. A. Purves, Manager,
Mr. W. J. Cole, Secretary, and Mr. A.
L. Brusser.

The Chairman said:
I regret that the net loss on working
for the year is \$91,418.72, which, with
the balance brought forward from the
previous year, leaves a debit
balance on profit and loss account to
be carried forward of \$143,406.29.

Our yard has been busy engaged
during the past year in the building
of a motorship the s.s. "Pulapandan"
for the Dela Rama Steamship Co. in
Iloilo, Philippine Islands, which was
delivered early last July and has been
found to be satisfactory in every way
to its owners.

Diesel Electric

We have also recently completed a
Diesel-Electric Ferry for the Star
Ferry Co., Ltd. and you will very
shortly see this vessel in the run
between the Island and the mainland.
Her trials were eminently successful
and we trust she may be found to be
satisfactory to her owners.

The management of our yard has
until recently been in the hands of
Messrs. Brander & Co., but who are no
longer connected with the Shipyard
or the Company.

Your Directors have appointed Mr.
D. A. Purves to be Manager which we
feel sure will meet with your approval,
as Mr. Purves has had long experience
with the Hongkong & Whampoa Dock
Company and is an able and con-
scientious worker.

I propose the adoption of the Report
and Accounts for the year ending the
30th June, 1933 and when this has
been seconded, I will endeavour to
answer any questions Shareholders
may wish to put to me.

The report and Accounts were
adopted unanimously on the proposal
of the Chairman, seconded by Mr.
H.H.H. Priestley.

In accordance with the Articles of
Association, Messrs. H.H.H. Priestley
and Tse Ka Fo resigned and were re-
elected unanimously.

Mr. Hodgson proposed that Mr. T. A.
Martin be invited to join the Board of
Directors. Mr. Ho Kwong seconded
and the meeting carried it unani-
mously.

The meeting concluded with the re-
election of Messrs. Thomson & Com-
pany Chartered accountants, as
auditors.

CLEARANCES

October 2.

Cape St. Francis, for Swedish.
Eng Lee, for Tsingtau.
Hydrangea, for Swatow.
Sanyo Maru, for Keelung.
Yuan On, for Shanghai.

SHIPPING MOVEMENTS.

The E.M.S. Empress of Canada
arrived at Vancouver on September
30 at 8 p.m., leaves Vancouver on
the morning of October 7, is due
at Hong Kong on the morning of
October 27, and will leave for
Manila on the evening of October
27.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEEN-
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"CORFU"	11,000	7th Oct.	Bombay, Marseilles & London.
"SOUDAN"	4,800	14th Oct.	Mars. Havre, L'Or.
"MANTUA"	11,000	21st Oct.	Mars. Havre, L'Or.
"RAWALPINDI"	17,500	14th Nov.	Mars. Havre, L'Or.
"BURDWAN"	6,500	11th Nov.	Bombay, Marseilles & London.
"COMORIN"	15,000	15th Nov.	Bombay, Marseilles & London.
"CHITRAL"	15,000	2nd Dec.	Bombay, Marseilles & London.
"SOMALI"	6,800	9th Dec.	Bombay, Marseilles & London.
"RANCHI"	17,000	16th Dec.	Bombay, Marseilles & London.
"CAETHAGE"	15,000	30th Dec.	Bombay, Marseilles & London.
"BANGALORE"	6,000	6th Jan.	Bombay, Marseilles & London.
"NALDERA"	15,000	13th Jan.	Bombay, Marseilles & London.
"CORFU"	15,000	27th Jan.	Bombay, Marseilles & London.
"BEUTAN"	6,000	3rd Feb.	Bombay, Marseilles & London.
"BEHAR"	6,000	17th Feb.	Bombay, Marseilles & London.
"COMORIN"	15,000	10th Mar.	Bombay, Marseilles & London.
"CHITRAL"	15,000	24th Mar.	Bombay, Marseilles & London.

* Cargo only. † Under Cabotage.

Frequent connections from Port Said for Passengers and Cargo
to Constantinople, Pireaus, Smyrna, and other Levant Ports
by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	14th Oct.	Singapore, Penang & Calcutta
"TILAWA"	10,000	28th Oct.	do.
"SANTHA"	8,000	11th Nov.	do.
"TAKADA"	7,000	24th Nov.	do.
"SIRDHANA"	8,000	9th Dec.	do.

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd
class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	7,000	3rd Nov.	Madras, Bahr, Brisbane
"TANDA"	7,000	2nd Dec.	Sydney and Melbourne.
"NANKIN"	7,000	30th Dec.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and
Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

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The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and
London, Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"RAWALPINDI"	17,000	5th Oct.	Shanghai, Kobe & Yokohama.
"TILAWA"	10,000	5th Oct. 8 a.m.	Amoy, Shanghai, Meiji, Kobe & Osaka.
"BURDWAN"	6,500	7th Oct.	Shanghai, Kobe & Yokohama.
"NELLORE"	7,000	12th Oct.	Shanghai, Kobe & Yokohama.
"SANTHA"	8,000	20th Oct.	Amoy, Shanghai, Kobe & Yokohama.
"COMORIN"	15,000	20th Oct.	Shanghai, Kobe & Yokohama.
"SOMALI"	6,800	1st Nov.	do.
"CHITRAL"	15,000	8th Nov.	do.
"RANCHI"	17,000	15th Nov.	do.
"BANGALORE"	6,000	30th Nov.	do.
"CAETHAGE"	15,000	1st Dec.	do.
"NALDERA"	15,000	15th Dec.	do.
"CORFU"	15,000	25th Dec.	do.
"BANGALORE"	6,000	12th Jan.	do.
"RAWALPINDI"	17,000	26th Jan.	do.
"COMORIN"	15,000	9th Feb.	do.
"CHITRAL"	15,000	23rd Feb.	do.
"RANCHI"	17,000	9th Mar.	do.
"CAETHAGE"	15,000	23rd Mar.	do.
"NALDERA"	15,000	6th Apr.	do.
"CORFU"	15,000	18th Apr.	do.
"MANTUA"	11,000	3rd May	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Punks, Louvre Ventilation.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 6 ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
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OUTWARDS

To SHANGH

